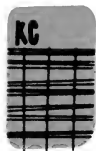


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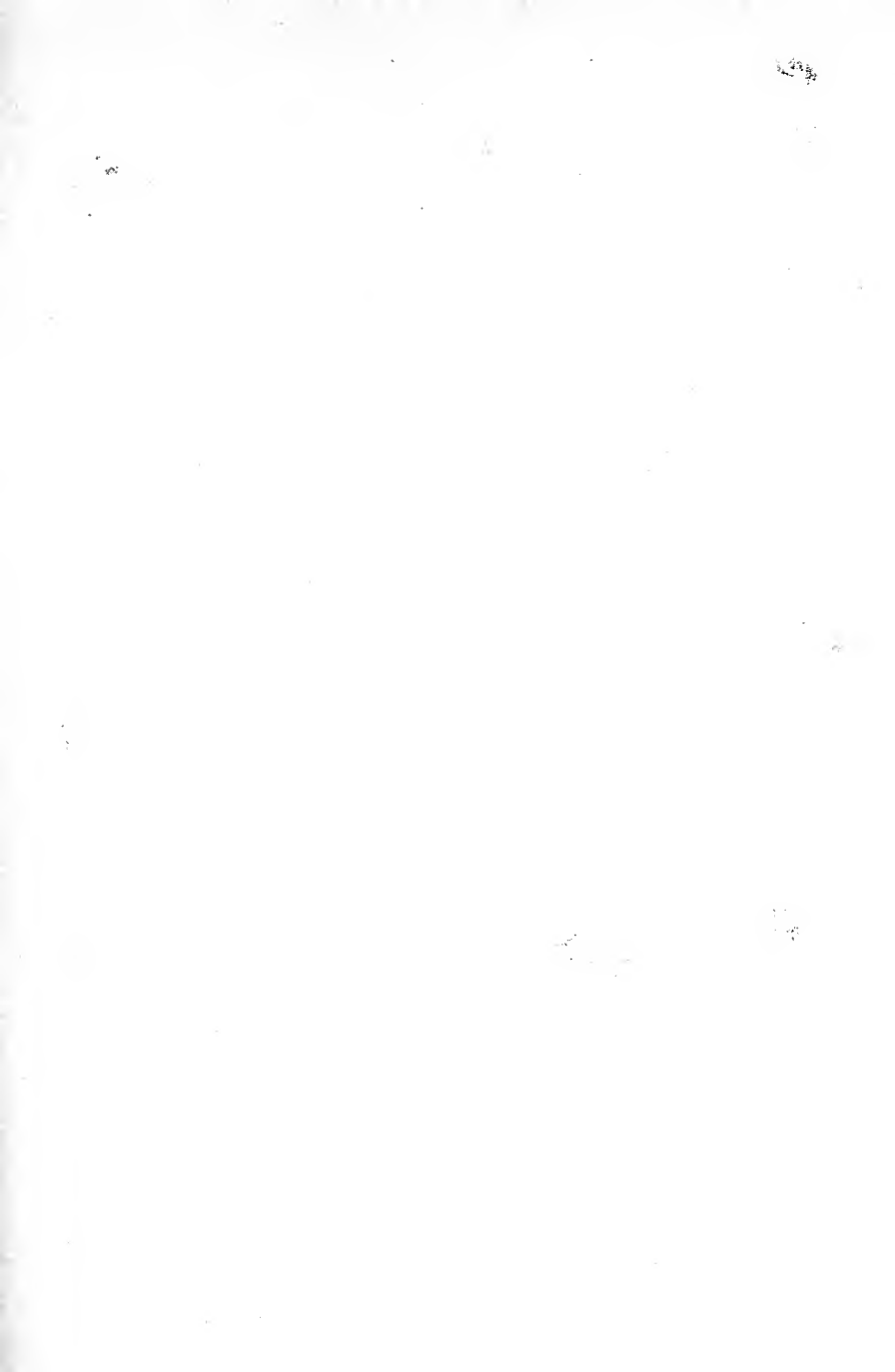
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End of the Exhibition Room, Folger Shakespeare Library
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AMERICAN CIVIC ANNUAL

A RECORD OF RECENT CIVIC ADVANCE
WITH A LIST OF WHO'S WHO IN CIVIC
ACHIEVEMENT AMONG THE MEMBERS
OF THE AMERICAN CIVIC ASSOCIATION

EDITED BY
HARLEAN JAMES
Executive Secretary
American Civic Association

VOL. IV

AMERICAN CIVIC ASSOCIATION, INC.
MEMBER FEDERATED SOCIETIES ON PLANNING AND PARKS
UNION TRUST BUILDING, WASHINGTON, D. C.

1932

THE AMERICAN CIVIC ANNUAL is sent to paid members and subscribers of the American Civic Association, who may purchase extra copies for \$2 each.

The public may purchase ANNUALS for \$3 each. Vols. I, II and III are sold together for \$7.

AMERICAN CIVIC ASSOCIATION
Union Trust Building Washington, D. C.

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Mount Pleasant Press
J. Horace McFarland Company
Harrisburg, Pa.

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PREFACE

Planning as a Measure of Economy

By FREDERIC A. DELANO, President American Civic Association

PLANNING for the future, whether for a home, a village, a city, or the Nation, is essentially a measure of economy. Mistakes in any original lay-out are very costly. In the Middle Ages, when labor was abundant and poorly paid, we are told that it was not uncommon for architects in building cathedrals or other monumental buildings, to erect parts of them and tear them down if they did not look right. In the days of wooden structures this was easy and was frequently done. Indeed, it was sometimes said of the comfortable houses of old times, that those were best which had been altered to accommodate family needs. The Washington Manor at Mount Vernon, which we so much admire, was very considerably altered by George Washington, when he married Mrs. Custis, and was added to in later years when it became necessary for him to provide for the entertainment of many distinguished guests. Today alterations are more expensive, due to the higher cost of skilled artisans and materials now used.

In city planning, the terrain of the country and the scheme of lay-out for the arterial thoroughfares and minor streets, determine for all time many of the characteristics of any city, so that errors made in the beginning can be corrected only at enormous expense. Thus we learn that the arterial structure of Paris was much altered in the middle of the nineteenth century, but was then planned on so grand a scale that Paris acquired a reputation which has yielded handsome dividends ever since. In modern times, new methods of construction and new facilities (such as steel framing and rapidly moving elevators) have brought about new types of buildings, and the coming of motor vehicles has still further altered conditions. No better illustration can be cited of how errors in fundamental plans can prove costly than the street plan of Manhattan Island, devised and recommended by the DeWitt Clinton Commission in 1811. This plan provided for a few wide avenues north and south, intersected at very frequent intervals by narrow east-and-west

streets, the blocks thus being very long east and west and very narrow north and south. If this plan had been exactly reversed, there is very little doubt that the building of elevated roads and subways could have been long deferred, with a saving running into hundreds of millions.

To the average person, town planning means chiefly esthetic development, and is, therefore, regarded as an expensive luxury. To those who have studied the subject longer, it means fundamental economies with due regard for esthetic considerations, individuality, and charm, and surely in times of stress such as these we are passing through, the wisdom and, indeed, the necessity, of planning for the future cannot be too strongly emphasized.

The American Civic Association believes in wise planning for our villages, towns, cities, regions, States, and Nation. We believe that it is entirely practical and desirable to combine esthetic charm with economic efficiency. We advocate not only adequate public-building programs but definite measures to prevent or correct the so-called slums. We wish to see plans prepared by those qualified in training and with the social vision to consider the needs of *all* the people. We want to see our zoning laws so clearly defined that the desires of the selfish few shall not cause irreparable injury to the many less able to defend their rights. We wish to see our cities so developed as to provide for the health and recreational facilities of the people, and this done with such foresight that we shall not wake up twenty years hence to find the problem so far neglected that improvement can be accomplished only at very great expense.

The actual civic achievements during the past year, as assembled in the AMERICAN CIVIC ANNUAL, despite the depression, will be seen to be considerable even in the necessarily brief and incomplete form in which they are reported. In the Introductory Section, we present not only Dr. Shaw's encouraging challenge, but the substance of what will appear in a reprint as the fourth edition of our folder on "What Everybody Should Know About Parks," a leaflet which, even in its former abbreviated form, has been in great demand. The articles presented in the body of the ANNUAL are grouped, as in former years, under geographical units corresponding to the legislative and administrative divisions which must handle the problems presented.

INTRODUCTORY

The American Civic Association Carries on in the Bicentennial Year

By ALBERT SHAW, Editor *Review of Reviews*, and Vice-President of the
American Civic Association

THE year in which we have celebrated the bicentennial anniversary of the birth of George Washington has not allowed us as much freedom and peace of mind for historical reminiscence as we had hoped to commend. The times have spared no county, city, or rural community in their distribution of economic hardships, which have had the effect in some places of a violent disaster and in other places of a paralytic stroke.

Yet it is clear enough that our study of the life and times of Washington has been salutary in this year 1932. Through long years of greater distress than Americans have experienced in our generation, Washington's vision was undimmed and his faith in the future of our Federal Republic was not shaken. He believed that we could go forward upon the principles that prevailed in our pioneer societies; and his dreams took the form of plans. Those plans were related to political and social structures that would insure justice and freedom. He believed that voluntary forces and agencies, with the encouragement of wise public policies, would give expansion and prosperity to our agriculture, our industries, and our commerce.

It was a felicitous circumstance that brought together a group of organizations for a joint conference at Washington during the third week of September. George Washington had laid a cornerstone of the National Capitol building on September 18, 1793. He had selected the site of the Federal district, and had supervised the ambitious plan for what has now become the most beautiful seat of government in the entire world. The annual meeting of the American Civic Association was arranged to coincide with the programs of a bicentennial conference on planning, parks, and government, in which eight National associations participated.

The gathering at Washington represented much more than

the country's intelligence about public improvements. It expressed aspirations for further progress and achievement. But, best of all, it brought together many Americans who had not only high visions of order and beauty, as they contemplated the Nation's future uses of its vast and varied domain and its physical resources, but it also represented expert knowledge and practical leadership in a hundred definite projects.

After the costly and unavailing adventure of Great Britain in seeking to hold the American colonies by virtue of a war of conquest, there was profound reaction and discouragement in England. Commerce was disorganized; agriculture was in a bad state; highways were tracks of dust or of deep mud; crime was flourishing, and England was in almost as deep dismay as it had been at a former period following the unparalleled disaster known as the Great Plague. Arthur Young stepped into a position of National leadership. He told his fellow-countrymen to think less about wars and empires, and to redeem the waste places of their own neglected countryside. His voice was heard throughout the land as he preached the gospel of better farming, better homes, better roads, improved live-stock, the uplifting of common people, and the varied application of sound practical methods and principles to the transformation of the Mother Country herself.

Arthur Young had spent previous years in the detailed study of conditions in the various parts of England, and he had evolved the great doctrine of civic progress through information and emulation. What was good in one part of England he reported to the other parts. What France was doing he studied at first hand, and brought back all that he could learn about French agriculture and social and economic life, in order that "if he found anything good and applicable to England, he might copy it." King George III, who was not without his good points although American historians have not praised him unduly, caught the spirit of Arthur Young's gospel of domestic improvement; and the King wrote on agriculture and kindred topics under a *nom de plume* for Young's agricultural periodical. George Washington and other American farmers studied eagerly all that they could learn from England, and were in constant correspondence with Arthur Young and his associates. Forgetting the animosities of the long war, American and

British leaders found common ground in their zeal for rural life and civic improvement. Arthur Young believed in the moral value to families of the sense of home-ownership. He once said, "Give a man the secure possession of a bleak rock, and he will turn it into a garden; give him a nine years' lease of a garden and he will convert it into a desert."

Epigrams like this are not to be taken literally; but George Washington, who conceived of our National and State departments of agriculture—following the British establishment of the Board of Agriculture under Sir John Sinclair and Arthur Young—would today be our most enthusiastic exponent of all movements to bring back American life into closer relationship with the National domain itself. Civic coöperation for the spread of the spirit of a new life and progress would be hailed by the Father of his Country as the most hopeful and salutary movement that could be devised.

The National Parks, the great waterway improvements, the example of urban possibilities presented by the Federal City—all these achievements pertaining to the National map would be seen as setting patterns for States, counties, and smaller communities, in their planning for conservation of resources, for private well-being, and for the growth of the body of social assets. With our new gospel of the shorter working day, and the longer week-end of leisure, there must be a nation-wide effort to convert this recovered margin of time and of physical vitality into hopeful effort for a finer civilization.

Let us believe that we are at the dawn of a new epoch—the best that our country has known. Let us take what we find about us, seek expert knowledge and advice, and use our own constructive imaginations. The American Civic Association has now, it would seem to many of us, the opportunity to build a great future upon its useful past. It has the support of civic leaders; of experts in National, State, and local planning; of leaders in movements for conservation of various forms of natural wealth; of park builders, town planners, landscape designers, garden makers, and experienced authorities in the establishment of valuable contacts between official and voluntary effort. The annual volumes published by the Association, of which the present is the fourth, are illustrative of the range of the Association's interests, which are varied, yet harmonious.

What Everybody Should Know About Parks

PARK, as a term, is associated in the public mind with tracts of land owned and administered by some public authority for the use and enjoyment of the people. Though sometimes applied to certain privately owned and commercially controlled areas, in some States the word "park" on a recorded map is legally a dedication of the area to the public. All parks offer some phase of recreation. Here we describe the principal types of parks which have been developed in the United States, the standards for their selection, their location, uses, and administration. We need to work toward the realization of a comprehensive scheme by which Nation, States, counties, cities, and towns may prepare and carry out well-balanced plans to insure the preservation of irreplaceable natural scenery and to provide adequate recreation areas properly located.

A NATIONAL PARK

A NATIONAL PARK is an area, usually of some magnitude, distinguished by scenic, scientific, historic, or archeologic attractions and natural wonders and beauties which are distinctly *national* in importance and interest, selected as eminent examples of scenic, scientific, or historic America, and preserved with characteristic natural scenery, wild life and historic or archeologic heritage, in an unimpaired state, as a part of a National Park System for the use and enjoyment of this and future generations.

THE FIRST NATIONAL PARK was the Yellowstone. We should never cease to be grateful to the members of the Washburn-Doane Expedition of 1870 who definitely rejected the idea of making the Yellowstone country a "profitable speculation" and decided to dedicate their best endeavors toward persuading Congress to preserve this wonderland for the use and enjoyment of the people. By Act of Congress (17 Stat. L.32), passed in 1872, the vast region of the Yellowstone was "set apart as a public park or pleasuring-ground for the benefit and enjoyment of the people." The Secretary of the Interior was directed to "provide for the preservation, from injury or spoliation, of all timber, mineral deposits, natural curiosities, or wonders, within the park, and their retention in their natural condition," and directed to "provide against the wanton destruction of the fish and game found within the park, and against their capture and destruction for the purposes of merchandise or profit."

THE NATIONAL PARK SERVICE, a bureau in the Department of the Interior, was created in 1916, after seven years of public education carried on by the American Civic Association and other interested groups. As early as 1908, J. Horace McFarland, speaking as President of the Association, before the Conference of Governors called by Presi-

dent Roosevelt, almost alone among those advocating the conservation of the economic resources of the country, raised his voice in favor of the inviolate protection of the National Parks, then all too few in number.

In 1911, President Taft addressed the Association at its *History* Annual Meeting and included in his message to Congress a recommendation that a bureau of National Parks be set up. The measure was finally passed under the administration of President Wilson. Franklin K. Lane, then Secretary of the Interior, selected Stephen T. Mather as Director of the newly created Service. When incapacitated by the illness which led to his death, Mr. Mather was succeeded in 1929 by his friend and co-worker, Horace M. Albright, who had been connected with the National Park Service from its creation.

THE ACT OF CONGRESS (39 Stat.L.535) states that the National Park Service shall "promote and regulate the use of the Federal Areas known as National Parks, Monuments and Reservations," and shall "conserve the scenery and the natural historic objects and wild life therein and . . . provide for the enjoyment (of these areas) in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

JUSTIFICATION for national administration of parks and monuments lies in the outstanding character of such areas. The location of these lands of national importance bears no relation to State boundaries. There is no sectional distribution of park and monument areas possessing characteristics which would entitle them to National protection and administration. On the other hand, there are, in all the States, other lands of sufficient scenic, scientific, or historic interest to demand State or local protection and administration. Under orderly and economic processes of Government, Federal activities of like major function would be assembled under one bureau. Naturally, park areas administered by the Federal Government would be assigned to the National Park Service, though they might be divided into different categories. The application of this principle would dictate the transfer of certain areas now under the War Department. Other lands would be transferred from the public domain and from the National Forests when they clearly meet National Park standards described here.

AUTHORIZED by Act of Congress, the earlier National Parks were set aside from the public domain. Later the National Parks were carved in whole or in part from National Forests. In the East, where suitable lands generally had passed into private ownership, Congress has enacted enabling acts to permit the United States Government to accept as gifts certain areas which, after examination and approval by the National Park Service, were deemed worthy of a place in the National Park System.

MEASURES introduced into Congress to create National Parks are referred, by precedent, in the Senate to the Committee on Public Lands and Surveys, and in the House to the Committee on Public Lands. The Chairman of each Committee then requests a report from the Secretary of the Interior, who, in turn, refers the measure to the National Park Service. If National Forests are in-

volved, a report is requested from the Secretary of Agriculture, who, in turn, calls on the United States Forest Service for a statement. After an examination of the proposed area by the National Park Service, a

report approving or disapproving the area as suitable for *Procedure* inclusion in the National Park System is sent to the inquiring Congressional committee. In the case of the proposed National Parks which are to be gifts from States or private individuals, Congress, ordinarily, after the procedure outlined above, passes an enabling act authorizing the Secretary of the Interior to accept on behalf of the United States of America an area which, in the judgment of the National Park Service, meets the standards set for National Parks. These areas are subject to the same careful examination as those which are already in the possession of the Federal Government. A maximum "taking area" is established, a minimum area for acceptance as a National Park is defined, with, perhaps, a still smaller area which the Federal Government will accept for protection during the time the land is being assembled for the minimum area which the National Park Service is permitted to administer as a National Park.

Twenty National Parks, comprising more than 8,000,000 acres, are now administered by the National Park Service.

POLICIES. In a letter dated May 13, 1918, from Secretary Lane to Director Mather, the policies of the National Park Service were set forth. The administrative policy was to be based on three broad principles: "(1) That the National Parks must be maintained in absolutely unimpaired form for the use of future generations as well as those of our time; (2) that they are set apart for the use, observation, health, and pleasure of the people; and (3) that the national interest must dictate all decisions affecting public or private enterprise in the parks." Most of the present policies were indicated in this letter.

In the National Parks, cutting of trees is not permitted, "except where timber is needed in the construction of buildings or other improvements within the parks and can be removed without *Trees* injury to the forests or disfigurement of the landscape; where the thinning of forests or cutting of vistas will improve the scenic features of the parks; or where their destruction is necessary to eliminate insect infections or diseases common to forests and shrubs."

In the construction of roads, trails, buildings, and other improvements, particular attention is devoted to the harmonizing of these improvements with the landscape. All improvements are carried out in accordance with a preconceived plan developed with special reference to the preservation of the landscape. Comprehensive plans for future development are prepared in order that each improvement may fit into a general scheme. In coöperation with the United States Bureau of Public Roads, the National Park Service endeavors to plan both approach and park roads to provide opportunities for the enjoyment of fine views. At appropriate places lookouts are built, in order to permit travelers to give their entire attention, in peace and safety, *Utilities* to inspiring panoramas. Every precaution is used to prevent undue marring of the landscape and to remedy all

necessary scars by planting native vines and shrubs. Bridges are designed to make a pictorial part of the scene. Wires are routed out of sight of roads or placed underground. With the advice of eminent architects and landscape designers, buildings for hotels, cottages, camps, workshops, and homes for employes, whether built by the Government or park operators, are designed to be as little conspicuous as possible and to form a part of the characteristic landscape.

All National Parks are Wild-Life Sanctuaries and so serve as museums of the flora and fauna of the region. Those sections of the National Parks which are maintained as wilderness areas *Wild Life* unpenetrated by roads offer a protection to plant- and animal-life which no area subject to commercial uses of grazing and timber cutting can possibly provide.

It is the policy of the National Park Service, by means of appropriations from Congress (or donations from private individuals when they are tendered and accepted) to bring into public *Securing private ownership and National Park control all private lands holdings* or claims within park boundaries. Except the Yellowstone, created in 1872, most of the National Parks

were already subject to private easements, concessions and ownerships, and were accepted by the Federal Government with these handicaps. An Act of Congress, approved in 1932 (46 Stat. 1043) removed some of these limitations, such as mining claims, private summer-home privileges, and railroad franchises, in some of the parks, but grazing and use of farms and homes may yet be permitted in certain parks. It is the policy of the National Park Service to deny all applications for permits for private summer homes. Park-operators who build hotels, inns, cottages, or camps must serve the public under rules and regulations made and enforced by the National Park Service.

The National Park Service is making a consistent effort to co-operate with other branches of the Government and with Congress to effect a readjustment of National Park boundaries in order *Boundaries* to bring within each park scenic and other areas of high quality and to provide adequate protective rims around the principal features. The proper preservation of wild life, including winter as well as summer feeding-grounds, is considered an important element in determining park boundaries. An effort is made to maintain logical units for administration.

The National Park Service is endeavoring to eliminate all commercial uses not connected with making the parks available *No commercial to the people. It has no authority in law to approve uses* reservoirs for irrigation or power development, and Congress has only once granted such permission.

In all the National Parks, Guide Service is being developed in order that park visitors may, in their field trips, be informed about plant- and animal-life. In the park museums education is made *Education* popular. Each park, also, is assembling a library of permanent and periodical literature on National Parks and of special information on the particular park involved. In the parks

which include relics of other civilizations, specialists in archeology are available from time to time to aid in the classification and marking of museum exhibits and to talk at the evening campfires. By invitation other specialists in the various sciences make their knowledge of the past and present available to park visitors.

Opportunities for scientific study within the National Parks by specialists will, during the years to come, add greatly to the knowledge of the geologic, botanic, biologic, archeologic, and historic *Science* past. The National Parks may thus conceivably preserve for the future generation the principal, if not the only, large areas in which primitive conditions are protected in so far as they can be both preserved and used. The National Park Service is carrying out a policy of keeping large parts of the parks undeveloped by roads, making them accessible only by trails at not too frequent intervals in order that examples of primitive America may be a part of the national heritage of the American people.

The enjoyment of the National Parks by the people of the United States includes opportunities to travel to selected points of vantage from which some of the most inspiring views in the world *Inspiration* may be enjoyed. In spite of the great number of park visitors, individuals may arrange to penetrate wilderness areas, with access to mountain-climbing opportunities, thus providing almost the thrill of exploration.

These parks, set aside because of their outstanding interest, afford wonderful opportunities for outdoor recreation of wide *Recreation* range, and of a character to enrich the national life and health of many who could not, or would not, take the initiative to arrange for themselves unique walking and riding trips through open country.

Under the supervision of the National Park Service, accommodations for the care of park visitors are provided by park operators. These include hotels, cottages, and cabins in automobile *Accommodations* camps, with various types of service; transportation for those who arrive by train or motor coach, and fuel and oil for those who use their own cars. Horses and pack-train supplies make it possible to enjoy the parks according to the choice of each group. While it is the function of the Government *to make sure that these remarkable areas are preserved* for the use and benefit of the people, the Government is also charged *to make the parks available for use by the people* in so far as that use is consistent with preservation. In order that the fullest use of the parks may be enjoyed by their owners—the people of the United States—the effort has been to provide accommodations to suit every taste and every pocketbook.

Rangers are on duty to guard visitors from danger, as well as to prevent thoughtless or ignorant destruction of the parks. Guides *Safety* are available for parties which may desire to penetrate into wilderness areas where only experienced mountaineers would be safe without competent guides.

A NATIONAL MONUMENT

A National Monument is an area containing "historic landmarks, historic or prehistoric structures, and other objects of historic or scientific interest" set aside commonly from lands owned or controlled by the United States, generally by proclamation of the President of the United States.

THE ACT OF CONGRESS, approved June 8, 1906 (34 Stat.L.225) was entitled "An Act for the preservation of American Antiquities." It gave the President of the United States discretionary power and provided that the Secretaries of Interior, Agriculture, and War should make uniform rules and regulations for National Monuments created under the Act. As the technique of caring for National Monuments develops, there is a demand that all National Monuments be committed to the care of the National Park Service. Since the passage of the American Antiquities Act, the conception of types of areas which should be preserved as National Monuments has been somewhat extended, but the wording would quite properly apply to existing monuments. The procedure authorized in the Act has been used occasionally to preserve areas which have later become National Parks by Act of Congress, but since many of the National Monuments would hardly meet all the National Park standards it is probable that many of the areas now or hereafter preserved as National Monuments will continue in that category. The National Colonial Monuments recently authorized in Virginia were created by Act of Congress. In the development of the National Monuments, the National Park Service has been enabled to erect museums and administrative buildings. A naturalist service has been installed in the southwestern group of Monuments and an historical service in the eastern National Colonial Monuments. If held sharply to areas of distinctly *national* interest and importance, it would seem that the American people might develop their National Monument system into a service of great educational and cultural value.

IN ALL THERE ARE 34 NATIONAL MONUMENTS, comprising 6,394.31 square miles administered by the Department of the Interior; 16, comprising 596 square miles, are administered by the Department of Agriculture; and 21, covering about a square mile in addition to 11 National Military Monuments covering 22 square miles, are administered by the War Department.

THE NATIONAL FORESTS

Recreational uses of the National Forests are valuable to the public and may be broadly and beneficently extended and encouraged, always, however, in the knowledge that the primary purposes of National Forests are the provision of timber and the conservation of water-sources, and that dependence for recreational uses of such areas must not lose sight of these primary purposes and other secondary commercial uses of the National Forests. In National Forests, grazing and other commercial uses are permitted, hunting and fishing under State laws are allowed, private individuals may erect and occupy summer cot-

tages. There are many beautiful and inspiring views in the National Forests. Especially fine stands of trees are frequently given protection. Forest cover along streams is sometimes left uncut. Study areas of characteristic timber are being set aside to be kept in their primitive state. Many wild-life sanctuaries are contained within National Forests. Generally speaking, the United States Forest Service pursues a policy of providing for selective cutting of timber as it becomes ripe for market, as authorized by law; supervises the grazing of herds owned by private individuals, permits fencing of pasture, and meets the economic demands made upon the forests.

STATE PARKS

A State Park is a State-owned area possessing either outstanding scenic importance, with or without facilities for active recreation, or possessing better-than-average scenic importance combined with high value for active recreation.

STATE PARKS, or holdings of lands and waters designated by some other name but intended to preserve areas of scenic, historic, prehistoric, scientific, or recreational value, are now in the possession of thirty-six States. They total slightly more than 500 separate tracts, with approximately 2,900,000 acres in all. Of this, 2,227,000 acres are in the Adirondack and Catskill parks in New York State. Fifty-eight different public agencies—boards, commissions, committees, and individual public officials—administer the State-Park holdings in the thirty-six States. Because of this large number of administrative agencies and the consequent diversity of policies developed by them, it is impossible to make any extensive general statements about State Parks which would be true in all States.

STANDARDS OF SELECTION for State Parks vary greatly. Many existing State Parks contain scenic features of great distinction; many others contain scenery of considerable beauty, combined with high values for simple outdoor recreational activity; others are commonplace and of purely local interest and value; and still others, usually of small extent, have been given park status because of some feature of more or less historical, archeological, or scientific interest. Leaders in the State Park field appear to believe generally that scenic beauty is a primary requisite for the establishment of a State Park. They also appear to agree that they should either possess sufficient esthetic distinction to be of state-wide or region-wide interest—as distinguished from those of purely local interest—or that, possessing fair scenic values, they should provide a high degree of recreational opportunity. Sentiment appears to be gradually developing in favor of denying park status to holdings of purely historic, prehistoric, or scientific interest and of classifying such areas as "State Monuments," or a similar designation.

ADMINISTRATIVE ORGANIZATIONS differ. The commonest type is the unpaid conservation board or commission having charge of various conservation activities, with an employed directing head, and several divisions, of which State Parks are usually one, with a superintendent

of State Parks at its head. In a few States, parks are combined with only one other branch of conservation, under a board. In a few others, the Game and Fish Department or Commission controls the parks. Ohio has three independent administrative agencies. In Pennsylvania, Massachusetts, and West Virginia a number of parks are administered by individual commissions for each park. In New York, administration is by a number of regional commissions, a society, and the Conservation Department, which are united in a State Council of Parks. In Illinois and Oregon, park and highway administration are joined.

THE USES to which State Parks should be put are generally agreed to be inspiration, active recreation, and education. In scores of the parks—possessing magnificent stands of virgin forest, waterfalls, lakes and streams in fine forest settings, rugged mountains, deep gorges and even desert scenery—the inspirational values are high. In most of them, opportunities for simple outdoor recreation—picnicking, camping, boating and canoeing, swimming, climbing, and interesting walks by trail—are offered the public, though in many of them these activities are being permitted to impair valuable scenic features. While all provide some educational values through the opportunity they offer for intimacy with a wide variety of the works of Nature, in a few States educational work has been organized and developed with nature guide, nature trail and museum services similar to those in the National Parks. There remains a great opportunity for expansion of such work and for a better coordination of it with other educational activity.

A BASIC PROBLEM of State-Park administration and management is that of meeting the modern public demand for and need of outdoor recreational opportunities without destruction or impairment of the inspirational values of the parks. The extraordinarily heavy use to which existing parks are put makes this a very difficult matter. To meet it there is needed a considerable enlargement of State-Park acreage—both by additions to existing parks and by creation of new ones—so that land and water may be available for active recreation without encroaching on and wearing out such easily modified scenic and inspirational resources as ancient and irreplaceable forests, stream and lake margins, and ocean beaches. Corollary to this, there is needed also an acceptance of the necessity of limiting the uses to which exceptionally scenic areas may be put. And there is needed intelligent, courageous, and skilful use-planning of all areas to which the public is to be invited by the thousands or the millions.

STATE-PLANNING STUDIES are being made in various States to include recommendations for a balanced State Park System adequately related to the State Highway System. The cause of State Parks will be advanced by such surveys as the Olmsted State Park Report for California, which analyzes the problem and recommends areas for acquisition, and the Iowa Survey to provide a well-ordered 25-year budgeted program covering wastelands, streams, marsh, lake borders, scenic areas for State Parks, fish-hatcheries, game-preserves and sanctuaries, and scenic highways.

INTERSTATE AND REGIONAL PARKS

AN INTERSTATE PARK is an area suitable for a State Park situated on the borderland of two States, preferably administered jointly by the two States, as in the case of the Palisades Interstate Park in New York and New Jersey. Through a more extensive coöperation between the States, a wilderness trail is now being constructed along the crest of the Appalachian Mountains from Maine to Georgia, with shelter-camps along the way.

A REGIONAL PARK is one including an area of less-than-State importance, set aside mainly for the use and enjoyment of the people of adjacent communities. Metropolitan or County Park Systems, with parks, parkways, and special features such as those of Westchester County, New York, may serve suburban and rural regions and be administered by the County, Metropolitan District, or by a special board covering a specific region.

CITY PARKS AND PUBLIC PLAYGROUNDS

A CITY PARK is an area dedicated by an urban or town community to the use and enjoyment of the people. Classification:

A *reservation* is a municipal holding of country lands, perhaps in connection with city forests or city water-supply, or in mountain or lake country, made accessible by roads, it may be, but not developed for intensive use, and used by those spending several hours or more in the open. Variations of this type are found in the Denver Mountain Parks, the holdings of Phoenix, Arizona, the Los Angeles forest parks and mountain camps. Reservations often serve also as units in regional park systems.

A *large or country park* is designed to give, as far as is consistent with fairly intensive use, all the sense of freedom that the unspoiled country gives, and the nearest thing to unspoiled country that most of the city dwellers can commonly take time to enjoy. It is fitted to receive and provide ample accommodations for, but not to be destroyed by, large crowds, for its main use is to relieve the monotony of close urban associations. Under an ideal plan there should be a country park within two or three miles of every urban resident.

A *neighborhood park* is easily accessible, not pretending to natural country appearance, but depending for its usefulness upon its contiguity, its greenery, and its facilities for wholesome outdoor amusements. These parks may be from 20 to 50 acres or more, placed at intervals of two to three miles. They may be developed at street intersections, on water-fronts, at station entrances, or at similar points, providing the values of open space and greenery, but not including organized play facilities. "Squares," "commons," and public gardens are considered small parks and are desirable in commercial and industrial, as well as residential, districts. In a well-planned city, no resident should be required to walk more than a mile to a larger neighborhood park or more than half a mile to a square or green resting place.

Parkways are park-like drives bordered by trees and greenery, of sufficient width to screen out buildings, and generally have no property or buildings fronting on them. With grade crossings eliminated, they lead from the center of the city to the country and serve also as connecting links between parks, thus rendering an important service in the modern city plan. Boulevards are glorified or widened streets, with trees and plantings, with two or more roadways, on which property and buildings face, as on the famous Chicago and Kansas City boulevards.

A PUBLIC PLAYGROUND is an area for the active play of adults and young people. Classification:

A *playfield* provides space for baseball, football, tennis, track athletics, and similar sports, with proper buildings for service and supervision. Playfields may be provided in conjunction with junior or senior high schools to serve a neighborhood radius of one to one and a half miles. Areas of 25 acres for junior, and 40 acres for senior high school sites, playfields, and neighborhood parks are not too large.

A *local playground* for intensive use by children under twelve, with playground apparatus, such as parallel bars, ladders, giant strides, and similar equipment, with smaller ball fields and buildings for service should preferably provide for boys and girls separately. Great savings in cost of equipment and maintenance can be made by combining them with the school-grounds for the same children in the same neighborhood. Ten acres for school site, playground, and neighborhood park is an ideal unit. Children generally will not go more than half a mile to such a playground.

A *little children's playground* for those under six, making provision for separation in age groups, with such things as sand-pits and baby hammocks, with a woman supervisor in charge, should supplement play facilities. No child in a settled urban district should be obliged to walk more than a quarter of a mile to such a playground.

SPECIAL FACILITIES, such as golf-courses, swimming-pools, wading-pools, skating-ponds, facilities for bathing in lake, river, or ocean, require well-designed service and supervisory facilities, and where designed for large crowds need ample parking-space for automobiles.

MUNICIPAL PARK AREA in the United States in towns and cities of more than 5,000 is estimated in 1930 at 350,000 acres. In 174 communities there is not a single park. Some cities have set a standard of 1 acre for every 100 people. Many fall below this, but a few have provided at least double that amount.

WITHOUT COMPREHENSIVE PLANNING, no city can hope to build a park system worthy of the name. In new communities or in outlying regions it is generally possible to secure natural parks and parkways of real beauty at moderate cost. Rough hillsides, wooded stream valleys and deep ravines are difficult building-sites, but, if preserved for open spaces, near-by land for residences is usually enhanced in value. When a city or town neglects to plan for parks, sooner or later it is necessary to spend large sums of money to secure small parks and playgrounds without which no community can hope to hold a desirable population.

ADMINISTRATION of city parks is usually placed under a park superintendent, responsible either to a park commission or to a mayor or city manager. Frequently a fixed minimum annual support is provided from the tax levy. Many park specialists favor non-political, citizen park commissions as the most effective means of keeping the public educated to support adequate park acquisition to meet the needs of growing populations. Playgrounds being for rapid, muscle activities are generally operated by a separate commission or department which often operates playgrounds at schools for the school department and at parks for the park department. Unification of recreation administration is desirable and can often be secured through the joint naming of supervisors by park, playground, and school authorities. Play-space in connection with schools and school-building equipment should be utilized in any recreation program.

CITY PARK AREAS once dedicated to park uses should not be made the site of buildings which do not serve park purposes. The mistaken practice of erecting public or semi-public buildings in parks definitely reduces park areas. If all the buildings proposed for Central Park, New York, had been erected, no park would remain. The grounds of public buildings and civic centers offer architectural and landscape beauty to the city but they should add to and not take away from the park system.

PARK USES are increasing. We have not begun to take full advantage of the cultural, educational, and scientific possibilities of our parks. Acquaintance with birds, plants, and trees may be encouraged by outdoor organizations. Outdoor exercise, not definitely connected with organized sports, may be beneficially stimulated by trail and bridle-path facilities.

TO EVERY CITIZEN:

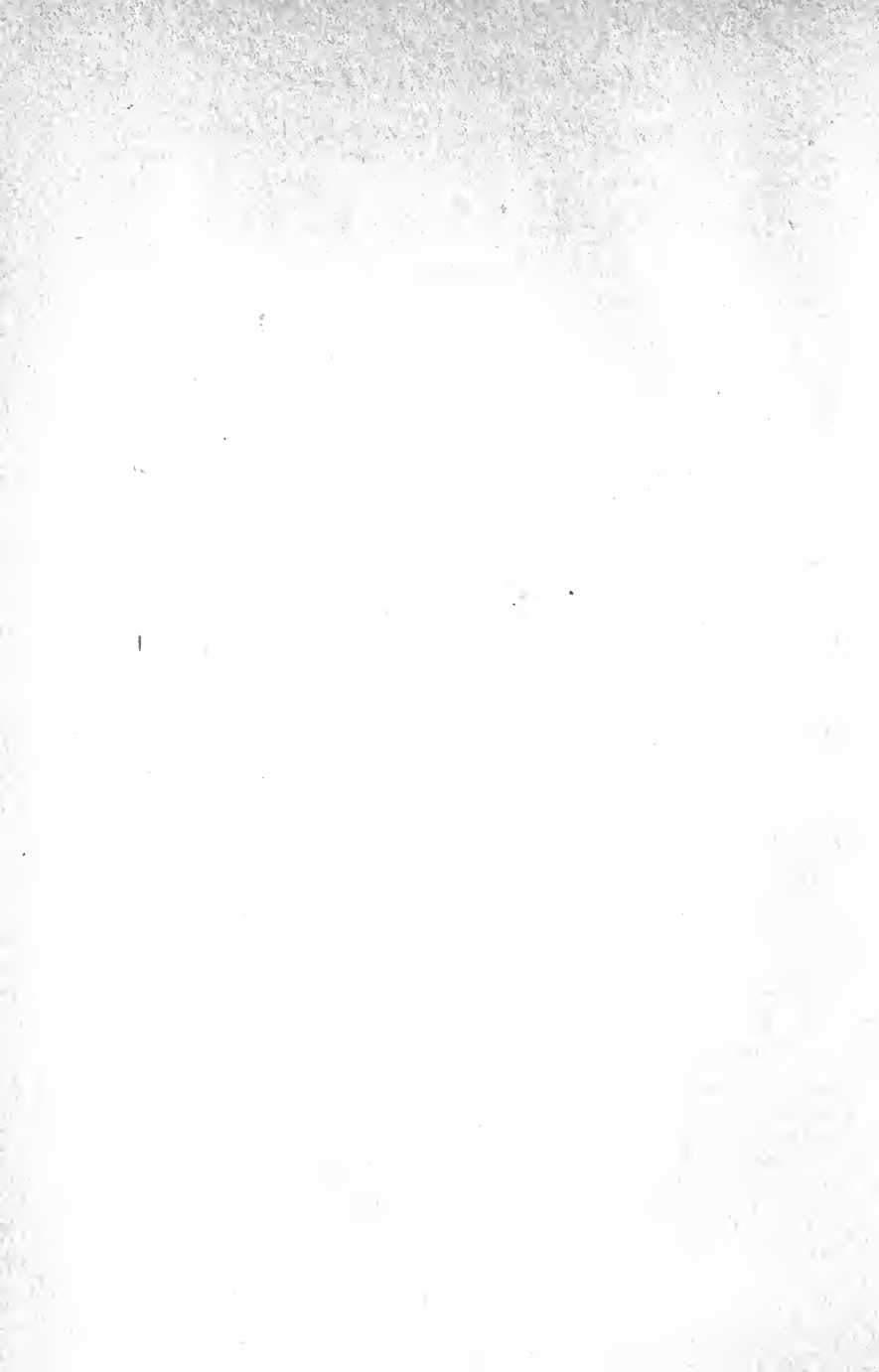
Do you appreciate and use your National Park possessions? Are you informing yourself through National Park literature? Do you know about the State Parks in your vicinity? Is your community provided with adequate parks, parkways, and playgrounds? If not, are you joining in any concerted effort to acquire suitable sites before the cost of securing them has become excessive? The American Civic Association was a pioneer in promoting parks of all types. For further information, write to

AMERICAN CIVIC ASSOCIATION

901 Union Trust Building, Washington, D. C.

NOTE. The State Park Section was furnished by the National Conference on State Parks. The classification of city parks is adapted from the analysis of Prof. Henry V. Hubbard. City park statistics are quoted from "Park Recreation Areas in the U. S.," Bulletin No. 565, U. S. Bureau of Labor Statistics. See also the two volumes on "Parks" by L. H. Weir and paper by Charles H. Cheney read before the National Recreational Association, Los Angeles, 1932.

THE NATION



OUR NATIONAL PARKS

National Parks Preserve Wilderness Regions

"I will lift up mine eyes unto the hills, from whence cometh my strength."

By HORACE M. ALBRIGHT, Director, National Park Service

IN THE early days of our national history practically all was wilderness. None needed consciously to seek it, for it was all about. Then, as towns and cities grew, pioneers trekked westward toward the then-distant Appalachian Range, enduring great hardships in their instinctive desire to reach the wilderness. Settlers followed the first pioneers, who were pushed successively across the Mississippi River, the Rocky Mountains, and on to the Pacific Ocean. Our great primeval wilderness was conquered. Primitive conditions were to be found only in isolated places. Then came Alaska. There the wilderness has only been scratched.

Through the personal efforts of former Director Mather and the coöperation of Congress and the National Geographic Society, the noblest stands of the sequoias or Big Trees in the Sequoia National Park were purchased from their private owners and dedicated to public use as part of the park over fifteen years ago. The Giant Forest stands today as a memorial to the public spirit of this group.

Yosemite was not so fortunate at that time, and only three years ago magnificent stands of sugar and yellow pine forests in private ownership in and immediately adjoining the park were threatened with imminent lumbering. The story of how these trees were preserved for the nation, through appropriations by Congress and the generosity of John D. Rockefeller, Jr., in bearing half the cost of the purchase price, was told in the American Civic Annual for 1930 by the late W. B. Lewis, Assistant Director of the National Park Service and for eleven years Superintendent of Yosemite National Park.

The National Park Service has gone on record as urging Congress to appropriate funds for the outright purchase of private holdings, not only to preserve fine stands of trees but

also as an aid to good administration. Of the 20 per cent of the area of the Continental United States which is in Federal ownership, the National Parks and Monuments occupy about 6,500,000 acres or 34 per cent of the land-area of the nation.

Our mainland wilderness areas inevitably are gradually disappearing before the onslaughts of industrialism and modern change. While great stretches of Federally owned land still remain with us in various types of reservations, all except the lands of the National Park and Monument system under the jurisdiction of the National Park Service of the Department of the Interior, are open to some form of industrial use which tends to lessen the wilderness character of the lands and threatens even greater change in the future.

The National Park Service is charged by law with the solemn duty of keeping the National Parks and National Monuments under its jurisdiction in their natural condition for future generations, while making them accessible and available for public recreational use. It is, in fact, the only bureau of the Federal Government *charged* with the preservation of the wilderness, and it has devoted special attention to the preservation of its forests. Unfortunately, many of the National Parks, when established by Congress, had within their exterior boundaries private holdings which contained magnificent stands of timber. This was true in Sequoia and Yosemite National Parks.

The National Park Service has developed wild-life exhibits. No matter how great the natural scenic display it needs the "human interest" appeal of a bear begging along the roadside, or of a little deer fawn on wobbly legs. Visitors take keen delight in photographing the wild animals and in feeding deer and smaller animals. Park rangers show their interest in wild-life protection when they accept permanent appointment and spend several months during the winter at snow-bound ranger stations, patrolling on snowshoes and skis to prevent poachers from taking toll of fur-bearers and game animals generally along the boundaries. Many a story comes from a ranger station, particularly an outlying one, of an unusual pet that has been adopted by, or has adopted, the rangers.

All of the National Parks and National Monuments under the supervision of the National Park Service are absolute wild-

animal sanctuaries, except that fishing is allowed. Restocking of the streams and lakes, however, is an important item of park-work.

In the early days of park-administration, protection of the wild animals was interpreted to mean protecting the deer, elk, mountain sheep, and other so-called game animals from predatory animals as well as from humans. Coyotes, wolves, and mountain lions, in the language of the pioneer, were considered "varmints," and were reduced in numbers in various ways, including the use of the steel trap and poison.

Then, as the administration of the parks became more coördinated and centralized, and the opportunity was afforded to study the situation of the predator *versus* the game animal, the first step toward a more enlightened policy was taken, and the use of the steel trap in reducing the predators was prohibited. Shortly afterward this prohibition was extended to the use of poison. The only remaining way of eliminating the apparent excess of this class of animals was through shooting by members of the ranger force. If animal reduction in any form is required, this is the humane method.

It became apparent that the coyote, glimpsed occasionally along the road, brush held high and on the alert, was as interesting to the visitor as the sight of a deer or elk; more so, perhaps, because less often seen. Therefore, from the visitor's standpoint, the great spectacle of a National Park should include predator as well as game animals.

Investigations have developed the fact that to destroy the predatory animal had the tendency also to unsettle the balance of nature. Biologists in all parts of the world, in discussing the inter-relation of the predator to the animal preyed upon, have tended to the point of view that where predatory animals are eliminated, disease then becomes the predator and takes off large numbers of the game animals. It is now the opinion of scientists that the predatory animals, by taking the weak and the diseased among the animals upon which they prey, not only keep these species at a normal number in this way, but also prevent the decimation of the herds through the rapid spread of disease—a much more deadly enemy than a predatory animal.

Based upon its own studies, and upon those of renowned

scientists, the National Park Service has adopted the definite policy of retaining, as far as possible, the natural balance among park animal-life, and only permits the reduction in numbers of any species when it has been definitely proved that the balance of nature already is upset, with the predator in the ascendency.

Just as the policy with regard to predatory animals is designed to prevent the disruption of nature's balance among the wild life of the National Parks and Monuments, so is the prohibition against the introduction of exotic animals. Sometimes where an area is known to have been a natural range of a certain animal which disappeared before the park was established, through excess hunting or some natural cause, restocking is considered advisable. In the Grand Canyon, for instance, deer have been freighted by airplane and truck from the North Rim to the South Rim which, although formerly a natural habitat, had been so grazed by domestic stock or lumbered back of the narrow strip of park land that the range was destroyed. At the time the Grand Canyon National Park was established the main purpose in mind was the preservation of its physiographic and geologic features, and so strongly was attention focused on this angle that the possibilities of the region as a wild-life refuge and zoölogical laboratory were ignored. Now that its biologic values have become apparent, efforts are being made to extend the southern boundaries to include sufficient land to insure a properly balanced range for the support of native plant- and animal-life. Another restocking experiment undertaken at the Grand Canyon has been the introduction of antelope in the plateau country in the depths of the canyons, which once had been their natural home but from which they had been driven by some unknown enemy, possibly by the wild burros, offspring of animals abandoned in the canyons by prospectors in the old mining days.

Even in restocking the lakes and streams for the benefit of the fisherman, care is taken that only native species be used. This guards against the possible destruction of the native species both by attacks from the exotic intruders and by cross-breeding. In stocking heretofore barren waters, however, the species best suited to the particular waters is used.

The policy against exotic life also extends to the plant-world.

People living in the National Parks no longer are permitted to import foreign species of garden plants, and as rapidly as possible all exotic species are being eliminated.

A wild-life survey in the National Parks and Monuments is now in progress, made possible through the enthusiasm and generosity of George M. Wright, who, in order to start the project, contributed his own time to the work and about \$25,000 of his personal funds. The survey has been under way for about three years and is of inestimable service in the solution of wild-life problems. We hope eventually to develop in each of the major parks at least one expert in wild-life matters.

One of our most outstanding big-game sanctuaries is Mount McKinley National Park in Alaska. The very abundance of wild life in this northern territory threatened its depletion. Visiting sportsmen took their toll, but this was small in comparison with the kill for food that went on in Alaska, particularly in connection with construction work and mining. The wild-life resources seemed unending, just as they once had in our plains states.

Wild life has been protected in Mount McKinley National Park since its establishment in 1917. Reports from fur-gatherers outside the park now indicate that they have animals in abundance as a result of the overflow from the park.

Last summer I visited Mount McKinley for the first time. Access is easy, for the park's eastern boundary is but 1½ miles from McKinley Park Station on the Alaska Railroad. From McKinley Park Station a stretch of highway leads about 60 miles into the park. Except for that brief stretch, McKinley's area of nearly two million acres remains in its primitive wilderness condition, the haunt of the caribou and the white Dall sheep, of the moose, the grizzly, and the black bear. The display of wild life, under perfectly natural conditions, is magnificent.

The addition of the Wonder Lake area lying to the northwest of the park, and of the headwaters of the Kantishna and Kuskokwin rivers, has been recommended by the National Park Service to increase and improve the range of the moose, the largest animal in the park. In Alaska the moose reaches its maximum size. Some of the big bulls found in the park weigh as much as a thousand pounds.

Mount McKinley National Park never will be greatly

developed. A few miles of road, a hotel and chalet development, and trails, with a probable continuation of the air-service now available will about cover the facilities that will be offered. While automobiles and saddle-horses are available during the summer season, dog-team travel will ever be the most used means of transportation. At present the Service has over thirty sledge-dogs for patrolling purposes.

None of our National Parks, in fact, ever will be over-developed for tourist use. In the Yellowstone, where a loop-road system was constructed long before there was a National Park Service, only about 25 per cent of the park is accessible by road. The remainder is, and always will be, wilderness, to be reached by trail only. In most of the other major parks the area to be reached by road is still smaller.

The Romance of National-Park Budgets

By A. E. DEMARAY, Senior Assistant Director, National Park Service

THE romance of the growth and development of the National Park System may be plainly read in the printed volumes of the annual estimates of appropriations presented to Congress.

Park Service budgets began in 1917. The National Park Service was created by act of Congress approved August 25, 1916, but was not established until the following year when funds for its organization were appropriated. Separate estimates for the individual parks had been submitted previously by the Department, but the 1917 fiscal year was the first time that the appropriations for National Parks and Monuments were assembled under one heading, and one administrative head held responsible for the spending of Uncle Sam's money for park purposes.

During the fiscal years 1917, 1918, and 1919, appropriations for the construction of roads in Yellowstone and Crater Lake National Parks were continued under the supervision of United States Army Engineers. It was not until the fiscal year 1920 that all appropriations for the administration, protection, and improvement of the National Park System were consolidated under the National Park Service of the Department of the Interior.

In 1917 the appropriations were made by a number of separate committees of Congress. The President transmitted a book of estimates to Congress, but there were no restrictions on the heads of Federal departments or bureaus as to requesting larger appropriations when they appeared before the committees. Under these conditions the chief requisite of an executive officer was that he be a persuasive talker rather than a hard-headed administrator demanding a dollar's worth of value for every dollar expended.

Nor was there coördination of income and outlay. It was not until 1921 that, under the Budget and Accounting Act, appropriation measures in Congress were concentrated under one Appropriations Committee and the President under the law was required to submit a balanced budget.

Going back to the good old days of 1917, the total estimates for the operation of the Federal Government, as submitted by the President in the book of estimates, were \$1,285,857,808.16. Of this amount, \$60,727,000 was to meet the Sinking Fund requirements. The Postal Service revenues for that year amounted to \$316,364,879, leaving the net estimate for all other Government expenditures \$908,765,927.16. Then the persuasive department and bureau heads got in their work with the committees of Congress, and when the appropriation acts finally were passed, the net estimates for the fiscal year 1917 had increased from this \$908,765,927.16 to \$1,184,157,517.05—something more than \$120,000,000. Of this 1917 appropriation of more than a billion dollars, the National Park System received \$784,566.67, of which \$247,200 was appropriated to the War Department for road work.

Stephen T. Mather, first Director of the Service, was a persuasive talker, but he was also a hard-headed, practical executive who believed in getting full value for every dollar of Government or private funds expended. He therefore refused to follow the then generally accepted practice of asking for more than he hoped or expected to get from Congress. He insisted that the estimates be carefully prepared, and that not one cent more than actually needed be requested. Committees of Congress were astounded at his justifications and could not be wholly convinced at first that he was sincere and had cut his own estimates to the bone. So they followed their time-

honored practice of trimming down the park estimates. But Mr. Mather soon convinced Congress that he could be trusted to spend Government funds. Even more convincing than his justifications was the fact that he spent thousands of dollars of his personal fortune for park work, lacking the necessary Government appropriations.

During the fifteen years that have elapsed since Mr. Mather startled Committees of Congress with his honest estimates and straightforward justifications, the National Park Service has strictly adhered to the policy laid down for it at that time and has always played fairly with the Bureau of the Budget and the committees of Congress.

The 1933 Budget as presented called for \$70,627,152.33 for the Department of the Interior, a decrease of \$14,667,954.40 from the 1932 appropriation. As finally enacted, the 1933 Interior Department Appropriation Act appropriates only \$48,090,852.33. The Interior Department appropriation for 1917 was \$206,002,379.88, of which \$158,065,000 was for pensions administered by the Bureau of Pensions. This Bureau has since been transferred to the Veterans Administration, so that a truer comparison with 1933 would be the difference between the total appropriations and the pension appropriation, or \$45,937,379.88. In 1933 the Interior Department is back to its 1917, or pre-war, basis, considering further economy measures recently enacted into law, including the payless furloughs voted Government employees.

Under these tremendously reduced appropriations, all the bureaus of the Interior Department except the National Park Service were badly crippled. Fortunately, under the so-called Economy Act, the heads of the departments were given the right to transfer appropriations between bureaus to the extent of 12 per cent, with the further provision of not increasing any items more than 15 per cent. Under this authorization the National Park Service is giving up \$540,000 of its construction funds to aid the other bureaus of the Department and prevent their complete demoralization.

With the coming of the Budget and Accounting Act of 1921, the Government entered a new era in the budgeting and expending of Federal funds. The Act required the President to submit to Congress on the first day of each regular session the Budget

setting forth in detail: (1) Estimates of the expenditures and appropriations necessary in his judgment for the support of the Government for the ensuing fiscal year; (2) estimates of receipts of the Government during the ensuing fiscal year; (3) expenditures and receipts of the Government during the last completed fiscal year; and (4) estimates of expenditures and receipts of the Government for the fiscal year in progress.

The Budget is prepared on an "Object of Expenditure" basis, which includes Personal Services, Supplies and Materials, Subsistence and Support of Persons (Service), Subsistence and Care of Animals and Storage and Care of Vehicles (Service), Communication Service, Travel Expense, Transportation of Things (Service), Printing, Engraving, Photographing, etc. (Service), Advertising, etc. (Service), Furnishing Heat, Light, Power, Water and Electricity (Service), Rents, Repairs and Alterations, Special and Miscellaneous Current Expenses, Equipment, Land and Interests in Land, Structures and Parts and Non-structural Improvements to Lands, and Stores Purchased for Resale. This objective classification is found throughout the entire Budget. The justifications of the estimates for the National Park Service and of many other bureaus are prepared, however, on an individual cost-project basis which conforms to a cost-accounting system developed with the assistance of the Comptroller General's Office. The cost-accounting system of the National Park Service is considered a model for all Federal bureaus and is another improvement in Government fiscal affairs that came with the Budget and Accounting Act. For the National Park Service, individual projects under Administration and Protection include Administration, Engineering, Museum and Education, and Ranger Service. Under Maintenance and Operation separate accounts are maintained for Buildings, Roads, Trails, Grounds, Electric System, Telephone System, Telegraph System, Sewage-Disposal System, Water System, Piers and Wharves, Fuel for Public Camp-grounds, Repairs to Trucks, Repairs to Other Equipment, Repairs to Passenger-carrying Vehicles, Sanitation System, Bath-houses, Forestry and Reforestation, Ranch Operations, Signs, Fire-prevention, Commemorative Structures, Repair of Antiquities, Quarters Operations, and Sales. Purchase of equipment and construction form separate accounts.

Revenues from the operation of the National Park System, the bulk of which comes from automobile licenses, increased from \$180,652.30 in 1917 to \$1,015,740.56 in 1930 and to \$940,364.79 during 1931, which was the first year affected by The Depression.

The appropriations for the National Park Service have grown steadily and almost in direct proportion to the increase in the number of visitors. While 1933 will show the first large decrease in appropriations over the years since 1917, this reduction is largely reflected in the elimination of physical improvements that can be postponed until the financial condition of the country is better. Despite unemployment and economic conditions generally, travel to the National Parks has increased, although rail-travel has decreased materially and visitors have not availed themselves of the higher-priced accommodations provided by the park operators. The great bulk of the travel has come in privately owned automobiles, the visitors taxing to the limit the facilities provided by the Federal Government, and paying a permit tax to the Federal Government at the same time.

Hiding Yosemite's Visitors

By C. G. THOMSON, Superintendent, Yosemite National Park

With the increased number of visitors during recent years, Yosemite Valley seems less crowded than in earlier seasons. Careful planning and landscaping is the answer, as told by Colonel Thomson in the following article.

FOR the past two years there has been much complimentary comment by visitors who, having known Yosemite for years, have noted a great improvement in the appearance of the Valley where, despite its constantly increased use, throngs have been so managed that any impression of congestion is almost eliminated.

Occasionally I ask interested visitors to Yosemite to guess at our population for that day; usually they estimate 500 to 600 and are amazed to learn from our daily report that our total count was as many thousand. "Where *are* they?" "How do you hide them?" they ask. The answer involves the control of a wide range of minutia. As there was an abundance of room, even in the Valley, the problem resolved itself into applying

methods certain to bring order, to eliminate traffic congestions, haphazard parking, overflow into meadows, uncontrolled camping, to provide swift access to hotels, and to prevent the jamming of circulation areas.

Unfortunately, a much exaggerated impression of Yosemite's over-crowding has persisted since the completion of the All-Year Highway, in 1926, caught Yosemite unprepared for the great increase in travel. Our own new system of roads and bridges was under construction; personnel was inadequate; and the Park generally unprepared for the great influx. Conditions were confused, especially during holidays and heavy week-ends. Visitors who came in over the peak travel period (Memorial Day) in 1927 and who have not since returned to the Park naturally persist in a very sad conception as to the ruination of the Valley by uncontrolled crowds, but more recent visitors know better.

Corrective steps were based upon the obvious desirability of reducing need for man-power by using automatic restraints wherever possible. The entry of automobiles into meadows and other sanctuaries which it is absolutely essential to protect, was prevented by the digging of deep, narrow ditches in strategic areas. This first protection was accomplished three years ago, and now the gradual restoration of wild flowers and ground-cover hides the ditches and other obstacles. Where ditches were impracticable, boulders were used, being partially buried to impart a natural aspect, and, of course, with weathered portions exposed. Simultaneously, we undertook a program for the elimination of a large number of catch roads that had just sprung up, like Topsy; some 17 miles of these old roads were obliterated on the floor of the Valley alone, and their restoration to native cover stimulated by harrowing, supplemented in some instances by a necessary fertilization.

Of course, autoists were left access to a sufficient number of small picnic areas, and to intimate vantage-points, but in each case these narrow one-way roads were oiled, and a logical set-up provided of camp-tables, waste-disposal facilities, and other requirements. That same year we carefully attacked the campground problem, after an intensive study of requirements. The prodigal use of signs, especially of the "Don't" variety, are not only distasteful to Americans, but are also an unmitigated

eyesore, so again we sought ways to make it physically impossible for campers to invade unauthorized areas, to overflow camp-grounds across bridle-paths, trails, or to the shoulders of the highways and to the river-banks. The camp-ground development was successful even beyond our hopes; the construction of carefully planned roads, the erection of appropriate low log rails to prevent overflow beyond established lines transformed the catch-as-catch-can camping situation into a fine orderliness. One pleasing result of this work has been the growth in the intervening three years of groups of azaleas and other cover which are not only lovely in themselves, but which each year are also serving as better screens.

One of the elements that entered most strongly into the impression of congestion was the lack of proper parking areas; car-owners of necessity parked along road-shoulders, all around the various living units—wherever they could find sufficient space. All of this disorder disappeared almost overnight with the construction at the important units of parking areas planned for both convenience and concealment. At Mirror Lake and at Happy Isles, for example, parking areas were constructed by the thinning out of a very few trees and the laying of a black pavement. Each stall was sharply defined by dark yellow paint stripes, and the traffic routes leading to them were indicated by numerous and clear traffic arrows. Their operation is so simple that any person understands them at a glance, so that, even during our periods of peak load, rangers seldom need to straighten out traffic tangles. Here again a great deal of detailed attention has been devoted to providing understandable layouts which operate automatically. One pleased autoist remarked that our parking areas “worked like Piggly Wiggly stores”—an illuminating description!

The basic improvement that has reduced the appearance of congestion was the completion of a fine paved road system on the Valley floor. No speeding is permitted in Yosemite, but we realize that traffic divides into two sharp divisions, the incoming and outgoing cars moving reasonably fast, while the sojourners travel very leisurely. To care for this impeding slower traffic we are gradually developing wide shoulders for parking; and also are gradually extending stub roads into more of the scenic spots, not only to remove a road-congesting influence, but also to

contribute to visitors' appreciation and enjoyment of the Park.

About three years ago a group of rangers, especially well qualified by studious slant and an innate kindliness toward people, were organized into a traffic squad under a capable leader. The success of this division has come through an appreciation of the fact that every period of peak load must be anticipated and prepared for previous to the event, and every possible contingency foreseen. During hot weather Ford cars are spotted on bad grades to assist cars stalled through overheating or other cause. During periods of heavy traffic in the winter, trouble cars are stationed at tactical points, equipped with chains, tow-ropes, and similar necessities designed to get impeding traffic safely into or out of the Park. A few stalled cars may cause no end of trouble on busy mountain roads. The members of the Traffic Squad realize the great advantage of foresight and preparedness. I have had innumerable opportunities to be very proud of their attitude, their work, and particularly the calmness with which they handle difficult conditions. Everyone experienced in dealing with throngs knows that people immediately react to the psychology of uniformed men; if officers are nervous and strained, people become nervous, so a calm and almost carefree confidence is a great asset to any organization in contact with large groups of people.

It may seem far fetched, but I am convinced that nothing at Yosemite has contributed more to success than the immaculate policing of roadsides and those circulation areas in which people congregate. Our sanitary division has established an excellent pick-up service. Discarded tires, lunch-boxes, and even empty kodak cartons, are methodically eliminated from our principally used highways and byways. Of course, in an area of 1,169 square miles there is a sane limit to which public funds may be so used, but the available allotments permit excellent results. We find that people entering a carefully policed area subconsciously realize that the responsible organization is on the job; that carelessness or roughness will be dealt with competently.

The smooth operation of traffic and parking has been greatly enhanced by a rigid reduction in the number of roadside signs. Our well-tested theory is that the number of signs should be

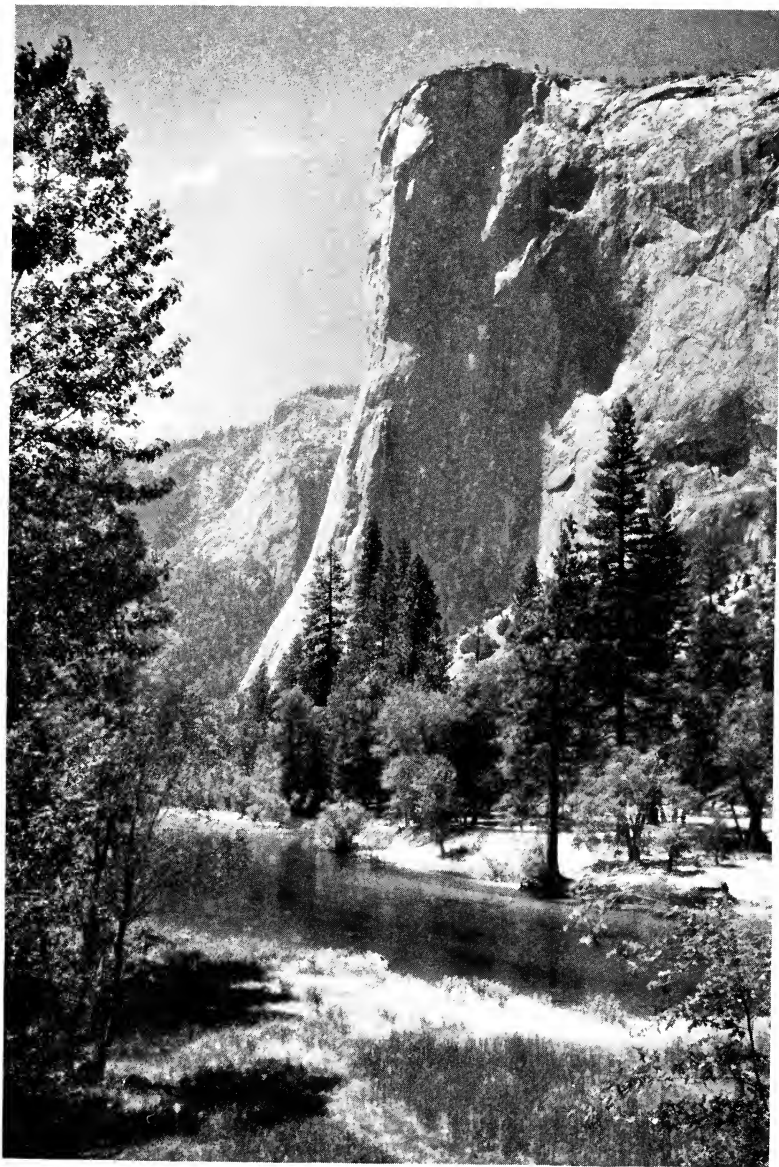
reduced to the absolute minimum required for safety and appropriate information.

After three years of persistent and patient effort we have convinced practically every bear that he will be made very uncomfortable if he ventures east of his special area near the Three Brothers; this sequestering of the bear-zone has been helpful in reducing road-jams caused by the great interest in bruin. Similarly, the number of deer in the Valley has been reduced by transplantations to the Tuolumne country and other conservation devices, assisting not only in the solution of the problem here under discussion but also hastening the return of wild flowers into meadows, which had been almost destroyed by too intensive grazing and browsing by deer. The grazing of saddle animals was also prohibited on the Valley floor.

The completion of the new and adequate dining-room and cafeteria at Camp Curry three years ago contributed materially to the solution of our problem of congestion. The completion of a system of paved foot-paths assisted to some degree, but except where these foot-paths are well illuminated we find that pedestrians almost uniformly persist in using the roads at night.

A very simple but useful provision was the breaking down of our Valley road system into two main routes, making it easy for entrance rangers to direct incoming traffic straight to the various hotels, camps, and camp-grounds, with no intermediate stops for further information. Evening entertainments are staggered so as to prevent undue concentration at any point at any period. In scores of other ways, too, the problem has been attacked. Some experiments proved to be failures; but we profited from them. Our present degree of success merely indicates what can be accomplished by an organization driving persistently toward a thoroughly understood goal. Order and quiet now prevail in Yosemite; it is a National Park in every aspect.

We have progressed to a point where we can handle about 8,000 people with no apparent congestion. We have averaged about that figure for more than half this month of June. On such holiday periods as Memorial Day and the Fourth of July, this year we reached such peak loads as 22,088 and 23,931 visitors without disorder or a single serious accident in the Valley.



Along the Merced River on the Floor of Yosemite Valley, in the Shadow of El Capitan. No Scars from Occupation by Park Visitors Can Be Seen
Courtesy Great Northern Railroad



A Typical Cactus Garden

Photo by McCrary. Courtesy National Conference on State Parks

The Finest Cactus Gardens of the United States

By ROGER W. TOLL, Superintendent, Yellowstone National Park

IN THE southwestern part of the United States there are some intensely interesting areas where spectacular forms of cactus are abundant. The other plants of these regions are of types peculiar to the semi-arid regions and also have their own particular interest.

Would it not be well to set aside a few tracts of this type, where the vegetation is distinctively different from every other part of the United States, in order that visitors may enjoy fully these curious and interesting areas and in order that the comparatively rare plants may be protected for future generations? These tracts of land have but little usefulness for agriculture or other purposes, but their value as outstanding areas of general and scientific interest is immeasurable.

The three most spectacular plants of this semi-arid or desert region include two species of cacti and a member of the yucca family. The cacti are the Sahuaro, or giant cactus (*Carnegiea gigantea*), and the organ-pipe cactus (*Lemaireocereus thurberi*). The third plant is the Joshua tree, or the tree yucca (*Yucca brevifolia*). It may be a surprise to many to find that this plant is not at all related to the cactus, but that it is a member of the lily family.

The cactus is essentially a plant of the New World. There are some 1,235 species of this great family, and all but three are natives of the western hemisphere only. Even the three exceptions are comparatively unimportant members of the cactus family. Some western species of cacti have been introduced into Europe, Asia, Africa, and Australia, and have thrived, but they were not native to those continents.

Mexico is abundantly supplied with 524 species of cacti, and these include a few species that are larger and more picturesque than anything found in the United States.

We are inclined to think of the cactus as belonging to the western part of the United States and being absent in eastern states. As a matter of fact, there are only three states which do not have at least one form of native cactus; these are Maine,

New Hampshire, and Vermont. In a number of other states only one species of prickly pear is found.

As we approach the Southwest, the species of cacti become more numerous and the bush forms or tree types begin to be more conspicuous.

Dr. Forrest Shreve, Director of the Desert Laboratory at Tucson, says:

"The great cactus belt of the United States extends from central Texas westward to the mountains which form the edge of the desert in southern California and lies within 250 miles of the Mexican border. In this area, about 1,200 miles in length, are to be found over 80 per cent of the species of cacti that occur in the United States, and surely more than 99 per cent of the individual cactus plants."

There are 202 species of cacti in the United States. Texas has the greatest variety of any state in the Union, 96 species. The largest types of cacti, however, are not found in Texas. The real heart of the cactus country in the United States is in southern Arizona.

The most spectacular of all the cacti in the United States is the giant cactus or Sahuaro. It is found, in this country, only in a zone that includes southwestern Arizona and a narrow belt in southeastern California. It also extends into Mexico, but this species reaches its best development in the United States.

It would have been a very valuable piece of national conservation if the finest stands of Sahuaro had been set aside for public use a few years ago when they were a part of the public domain. Now the most spectacular cactus forests have passed into private ownership. The University of Arizona is doing a fine thing by acquiring several sections of land, 16 miles east of Tucson, that contain the finest stand of Sahuaro in the country. Much expense could have been saved if the desirability of preserving this area could have been foreseen some five to ten years ago. A larger, even more valuable tract could then have been set aside, practically without expense, while now the land must be purchased, at a considerable total cost, from the owners who have recently homesteaded the land.

Why not make use of this lesson which has been bought and paid for? We can set aside, now, the best and most spectacular areas of organ-pipe cactus and Joshua trees. We can make them available to visitors, useful for scientific study, and keep them for future generations.

The organ-pipe cactus is the second largest species of giant cactus in the United States. It has a much more restricted range than the Sahuaro. Found in the Papago Indian country of Arizona, near the Mexican border, it is remote from the main traveled routes, so that it is not as generally known as is the Sahuaro. It has curved, columnar stems that branch at the surface of the ground and rise to a height of 10 to 15 feet, sometimes as high as 20 feet. The branches are from 4 to 6 inches in diameter. Its Spanish name, *Pitahaya Dulce*, refers to the sweetness of the fruit.

A few tracts of public domain are still available that include not only organ-pipe cactus, but also fairly good stands of Sahuaro, cholla, visnaga or barrel cactus, prickly pear, several other varieties of cactus, and a number of the other typical plants of the region such as palo verde, creosote bush, mesquite, iron-wood, and the remarkable ocotillo which is a botanic family all to itself, and is found nowhere else in the world except in Arizona and the adjacent Southwest. Many of these plants are highly interesting on their own account. Collectively they form a group well worth the inspection of any American who has a normal interest in the outstanding features of his country.

The Joshua tree probably reaches its best growth in California, but there are excellent stands in Arizona and Nevada and some in southern Utah. This tree grows to a height of 20, 30, sometimes 40 feet. The trunk reaches a diameter of 2 feet or more. These trees are exceedingly slow in growth and have great age.

The bluish green leaves, or spikes, are 6 to 10 inches long. Those of preceding years have dried and are folded back against the branches and trunk of the tree, forming a very combustible covering. A few thoughtless people seem to delight in setting a match to these trees so that the highways passing through the stands of Joshua trees are defaced by the burned and blackened ruins of what were once splendidly picturesque trees. If absolute protection were given to a few of the finest stands in the country, they would prove to be a national asset and would draw visitors as do other outstanding examples of rare and spectacular trees and plants.

The Sahuaro is the king of the desert plants. It grows best

at an elevation of from 2,000 to 3,000 feet, but it is found in diminishing numbers for another thousand feet on each side of this most favorable zone. It prefers the southern and western slopes of hills, where the sun is warm, where there is protection from cold winds, and where the soil is a coarse wash from the hills. It does not grow in the broad, flat plains where the soil contains much clay.

Frances Bonker and John J. Thornber give the following description of "The Sage of the Desert": "The Sahuaro is the largest tree growing on the American Desert; it is ranked as one of the most outstanding plants on the globe! Sahuaro grows very slowly. At ten years of age he is but a baby 4 inches tall. When 3 feet in height he is more than 30 years of age, and still a baby cactus! It is not until he has attained the age of a hundred years or more that he is a full-grown plant of 40 to 50 feet, tall and dignified, his weight about five to six tons, we think. He begins to fruit when fifty to sixty years old, and continues to bear regularly every year for as long as two hundred years!"

The Sahuaro has a woody skeleton that resembles the reinforcing rods in a concrete column. This gives the mechanical strength necessary to support its great weight, rising in a graceful taper from a small base.

The giant cactus can live for three years or longer without a drop of rain, and during that period it blossoms and bears fruit regularly. What an example of adaption to environment and ability to exist under conditions that are usually destructive to plant-life!

The Papago Indians of southern Arizona found the Sahuaro a most useful and dependable plant. They have used its gifts with true conservation, valuing and protecting the plant. Its fruit and seeds provide food, and are dried and preserved for use throughout the year. The woody skeletons of fallen Sahuaro are used for the construction of huts, corrals, and fences.

The people of Arizona are genuinely fond of the Sahuaro, its creamy white blossom, in May and June, being the State Flower. Its graceful shape is distinctive and has become symbolic of the region. It has its history, traditions, and Indian-lore. The Papago Indian begins his New Year with the first fruit of the Sahuaro in June.

In speaking of the tract that the University of Arizona is acquiring, Dr. H. L. Shantz, President of the University, says:

"Nowhere in the world is there so fine a stand of the giant Sahuaro as in the area included in the University Cactus Forest. Here the plants rise so close together that at times it is difficult to see through them for any great distance. . . . To allow these great plants to be destroyed or shipped and sold would not only be a calamity to Arizona but to the nation and to science as well. . . . No finer natural area can be found—but an area that must be protected or it will soon be destroyed. It ranks with the great redwoods, not in age and not in mass of vegetation, but certainly in unique character and surpasses them in variety of form."

If any area of Sahuaro can be found on the public domain that closely approaches the University of Arizona forest in excellence, it should by all means be withdrawn and protected. It appears, however, that the best of the Sahuaro is in private ownership and must now be purchased in order that it may be preserved for public use. A few years ago it could have been had for nothing. Will the people of the Southwest take advantage of that experience and lead a movement to set aside the finest areas of organ-pipe cactus and of Joshua trees, in order that they may be included among the nation's outstanding places of scenic, historical, and scientific interest?

Planning and Progress in Eastern National Parks

By OLIVER G. TAYLOR, Assistant Chief Engineer, National Park Service,
In Charge Eastern Engineering Work

EASTERN park-planning is the newest development in the work of the National Park Service. Until recently the National Park and Monument system was located west of the Mississippi River, with only one member, the Acadia National Park in Maine, in the East.

Congress has attempted to meet the demand for eastern National Parks by authorizing the establishment of a few areas of national importance and significance upon the acquisition of the necessary lands, generally without cost to the Government.

The Acadia National Park pointed the way to eastern acquisition. Its principal exhibit is a group of low granite

mountains abutting the sea, the only prominent elevation along the entire Atlantic Coast of the United States. Citizens of New England, realizing the importance of preserving this area for national use, secured the lands and donated them to the Federal Government. The present area of the Acadia Park is 11,559 acres, and it is believed that further gifts ultimately will increase it to about 20,000 acres.

Recently the Great Smoky Mountains National Park in North Carolina and Tennessee, containing the most spectacular portions of the Great Smokies, the most rugged mountain massing in the East, was established. So far the National Park Service is authorized only to protect and administer this area. Development for public use cannot be undertaken until additional lands have been added to it through donation, to bring its area up to the minimum size designated by Congress.

Authority also has been granted for the establishment of the Shenandoah National Park in Virginia, to include the summit of the Blue Ridge Mountains for a distance of 70 miles; of the Mammoth Cave National Park in Kentucky, which furnishes a marvelous exhibit of caverns in a limestone deposit; and of the Isle Royale National Park, Michigan, an isolated island in almost primitive condition in the northern part of Lake Superior. Another proposed park which has the approval of the National Park Service, but has not yet been authorized by Congress, is the Everglades, a low-lying area near the tip of the Florida peninsula. If established, it will be the only tropical National Park in the United States and the greatest bird sanctuary of any.

Two eastern national historic monuments have also been added to our National Park and Monument system—the George Washington Birthplace and Colonial National Monuments, both in Virginia. A very small portion of the George Washington Birthplace area was administered by the War Department from 1882 until 1930, when it was transferred to the jurisdiction of the National Park Service. The Colonial Monument, established in 1930, includes Jamestown Island, the site of the first permanent English settlement in America; a portion of Williamsburg, the colonial capital of Virginia; the Yorktown Battlefield; and a parkway connecting the three areas.

These eastern parks and monuments are made up to a large extent of lands that have been occupied for other than park purposes for generations. The first step in taking them under Government control is to restore the primitive conditions of plant-, bird-, and animal-life through complete protection. Unsightly structures are removed. Time then must do the rest to restore the natural conditions.

The National Park Service next takes up the question of making the parks and monuments available to visitors, and of furnishing necessary personal services to interpret these areas to the visitors. Planning for the installation of facilities for public use in the eastern portion of the National Park and Monument system is a much more complicated matter than in the West. Naturally, great difficulties are encountered in planning for a park that is not yet complete but is being built up from year to year from gifts, as in the case of the Acadia Park. In such a case it is necessary to assume that ultimately the park will be rounded out to include a certain central consolidated area, to make plans on this assumption, and then, so far as possible, to carry out the development of the already acquired area in accordance with the general plan for the whole. Necessarily, the general plan must be very flexible to permit this adaptation.

Studies for future developments include the laying out of roads and trails in conformity with the best engineering standards and with the landscape requirements of the areas. Building development proposals are given intensive landscape scrutiny, and efforts are being made to work out a type of architecture best suited to the region, both naturally and historically. In the Acadia area an adaptation of an old French type of architecture appears most desirable, because of the region's early French history. In the historic National Monuments, when new structures are needed, the colonial style of architecture will prevail. No definite type of architecture has been worked out for the Great Smokies area, but here the architecture undoubtedly will show the influence of the mountaineer.

At Wakefield, when the small area under the control of the War Department was turned over to the Service in 1930, a lone granite shaft, inclosed by an iron fence, marked the birth-site. The Wakefield National Memorial Association was organized

in 1924 for the purpose of arousing public interest in Washington's birthplace and of restoring it, in so far as possible, to its 1732 appearance. Previous to 1930 the Association had acquired the old Washington family burial-ground and purchased 100 acres of the early Washington estate, and had interested John D. Rockefeller, Jr., in purchasing an additional 275 acres. These areas were deeded to the United States in 1931, and the area of the Monument now is about 400 acres.

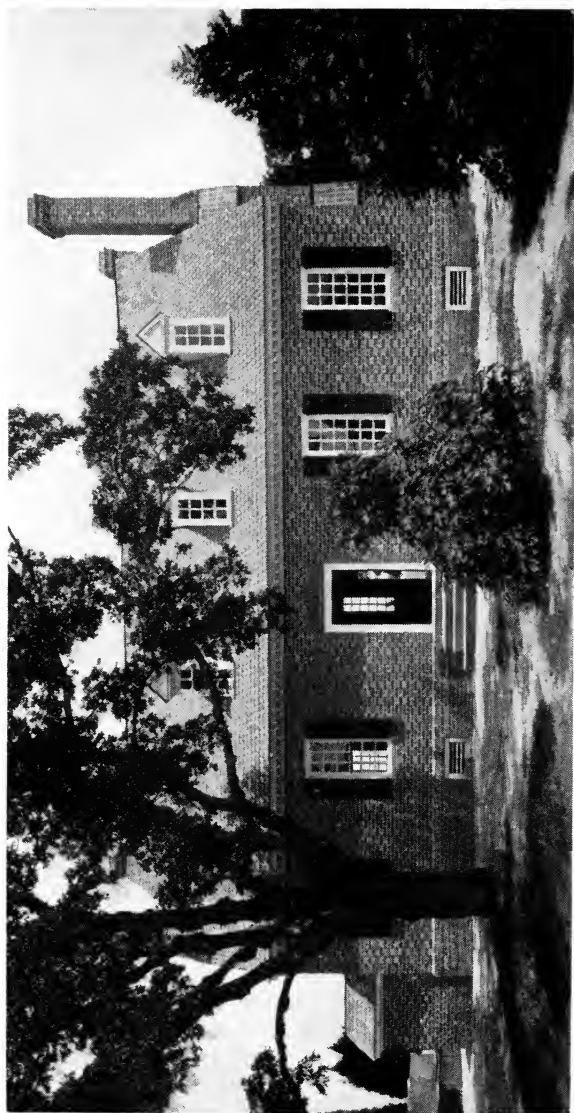
Since 1930, through the combined work of the National Park Service and the Wakefield National Memorial Association, the granite shaft marking the birth-site has been moved to the entrance of the Monument area. On the birth-site, as indicated by the monument and the old foundations, a brick residence has been constructed from old colonial hand-made bricks, and furniture of the period installed, in an effort to represent, as nearly as possible, the original birth-house. The detached kitchen has been constructed on its ancient site, and the surrounding grounds transformed to complete the picture of a Virginia gentleman's country house of the early eighteenth century. The family burial-ground has also been rescued from oblivion, restored, and landscaped.

In a separate location not far from the mansion, but entirely out of the birth-site picture, is a recreational development. Here the Wakefield National Memorial Association is constructing a hospice in accordance with plans approved by the Service, and the Service is building connecting roads and paths and providing a most attractive picnic-ground.

It is the hope of the National Park Service ultimately to show Jamestown Island as it appeared in the early part of the seventeenth century, with the crude log buildings and timber palisades as fortifications against the Indians. No restoration is possible there, however, until the island can be purchased.

At Williamsburg, Mr. Rockefeller, at great expense, is making a thorough restoration of the old portion of the city as it was when Williamsburg was the urban colonial capital of Virginia.

At Yorktown, the National Park Service has included within the Colonial National Monument all of the battlefield and already has secured more than one-third of this land through purchase. Already Government owned are the Moore House,



Wakefield, the Birthplace of George Washington, Now a National Monument



On Mount Le Conte (6596 feet high) in the Great Smoky Mountains National Park Showing Fraser Fir, Pink Carolina Rhododendron, and Sand Myrtle.

Photo by Thompson Bros., Knoxville, Tenn.
Courtesy Harlan P. Kelsey

where the articles of capitulation were drawn up, the Lightfoot House, which is one of the early Yorktown buildings, and much land on which were located troop positions and fortifications. Monument headquarters have been established in the Lightfoot House. A staff of research historians and architects is gathering authentic information to guide future work at the Monument.

The Sesquicentennial Celebration of Cornwallis' surrender at Yorktown last October was a stupendous and successful celebration.

Plans for the future are now being made for projects not yet susceptible of development, in line with the Service's policy of making all studies and planning as far in advance of actual construction work as possible. For the past year, studies have been in progress in the Great Smoky Mountains National Park to outline its entire development. The work here is especially interesting because in this large consolidated mountain area the park-planning can all be done at one time, before any development begins. In planning for this park the Service is guided, of course, by its experience in planning in western parks.

For the Shenandoah project plans include a parkway and trail following near the top of the ridge. At each entrance to the parkway will be a ranger station, and inside the park there will be a park headquarters and other ranger stations as required. Studies are now being made of areas for picnic-grounds, campsites, and shelter-cabins.

The Significance of the International Peace Projects

By ISABELLE F. STORY, Editor, National Park Service

Canada and the United States give to the world an unprecedented example of international good-will in the establishment of the Waterton-Glacier International Peace Park and the Peace Garden in North Dakota and Manitoba.

FOR over a hundred years of unbroken peace, with a 4,000-mile-long unfortified international boundary-line between them, Canada and the United States have furnished to the world an unprecedented example of international amity.

Now even that unfortified, more or less imaginary boundary-line has been abolished in two places, and great international

reserves proclaimed for the enjoyment of the peoples of the two countries and to emphasize the friendly relations that have existed for so long between the neighbors on opposite sides of the line.

On June 18, 1932, the Waterton-Glacier International Peace Park was dedicated, to commemorate this long-existing relationship of peace and good-will between the peoples and the governments of the two countries. Less than a month later, on July 14, the International Peace Garden in North Dakota and Manitoba was dedicated.

The Waterton-Glacier International Peace Park is composed of two separate entities, the Waterton Lakes Park in Alberta, Canada, and the Glacier National Park in Montana, on the United States side of the boundary. The two areas will continue to be administered separately, as in the past, and will be financed by funds from their respective governments. From the standpoint of recreation, however, the two parks will be considered as one great glorious mountain area wherein the peoples of the two countries may seek and find inspirational, spiritual, and physical relaxation and growth.

The joining together of these two National Parks into one great International Park is not the work of impractical idealists or visionaries. It is the result of the practical suggestion and efficient efforts of that group of eminently practical citizens, the Rotarians.

Suggestion for the establishment of the International Peace Park originated at the first joint annual meeting of the Rotarians of Alberta and Montana, held at the Prince of Wales Hotel in the Waterton Lakes Park, July 4, 1931. It met with keen approval, and, following the meeting, bills for the establishment of the Peace Park were introduced in the national legislative bodies of the two countries. The Congress of the United States first passed the bill, and then the Canadian Parliament. The President of the United States has now issued a proclamation establishing the International Park in accordance with the enabling legislation.

The dedication of the Waterton-Glacier International Peace Park took place less than a year later at the second annual meeting of the Rotary Clubs of Montana and Alberta, held this time at the Glacier Park Hotel in Glacier National Park.

Many Rotarians from all parts of the United States, en route to the International Convention of their organization in Seattle, stopped off at Glacier Park to attend the dedication.

The first Rotary Club was a simple local organization to promote peace and good-will among local business men. The organization grew, and the promotion of good-will in business was extended into neighboring cities and states, until finally it became an international organization, striving to maintain good-will among the business men of the world. Now its latest outgrowth, the Waterton-Glacier International Peace Park, is a symbol of peace and good-will in play and in work, in fair weather or foul. It is the idealistic conception of a practical mind, and rivets the chains of peace that hold national prejudices in check.

While this group of international citizens labored for the establishment of the Waterton-Glacier project, another equally enthusiastic and practical group has been working for the establishment of the International Peace Garden in North Dakota and Manitoba which was dedicated on July 14, 1932.

The movement for a Peace Garden had its inception at a meeting of the National Association of Gardeners of the United States held at Toronto on August 7, 1929, nearly two years before the Waterton-Glacier project was inaugurated. The suggestion came from a leading Canadian horticulturist that such a garden be established to commemorate the more than a century of cordial relations that have existed between the United States and Canada. The Canadian Florists' and Gardeners' Association sponsored the movement for Canada, and more than two hundred organizations have supported the project.

In the Peace Garden project there was no land already available, no government organization standing ready to push the project. All that existed was an inspired idea that had to be worked out carefully and logically.

The claims of sectionalism, naturally, were advanced at first. The Committee studying sites, therefore, had to move slowly, examining, comparing, and eliminating areas suggested. It was realized that to attain its true significance the garden should be in a quiet location, remote from commercial centers yet readily accessible to the peoples of both countries. The

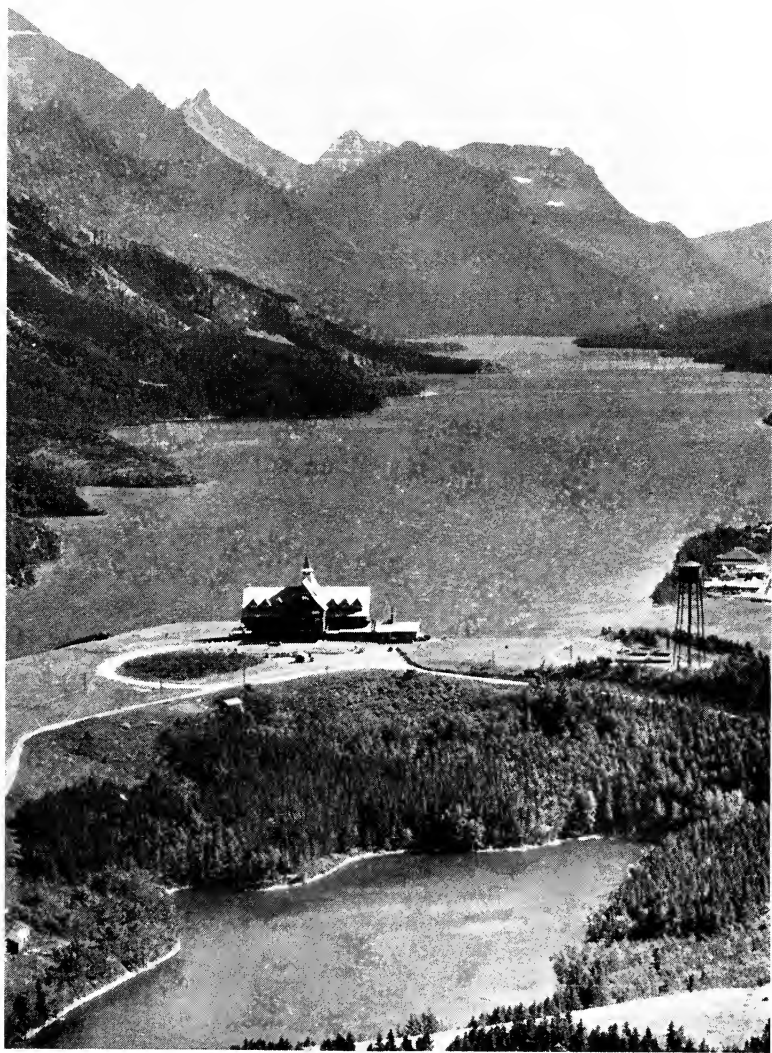
Turtle Mountain region of North Dakota and Manitoba was found to fill these requirements. Upon recommendation of the Committee, it was chosen unanimously by the National Association of Gardeners at its convention at Asbury Park, New Jersey, on September 7, 1931.

The Turtle Mountain site lies almost exactly midway between the Atlantic and Pacific oceans, and is within 30 miles of the geographic center of the North American continent at Rugby, North Dakota. It is a beautifully undulated plateau rising out of the prairie in the watershed of Manitoba and North Dakota. Particularly important, the contours of the area lend themselves to the development of landscape gardening in all its forms. On the north, east, and west, in Canada, the garden area is protected by forest reserves. To the south there will be a 5-mile zone within which no gasoline stations, road-houses, or other buildings may be constructed.

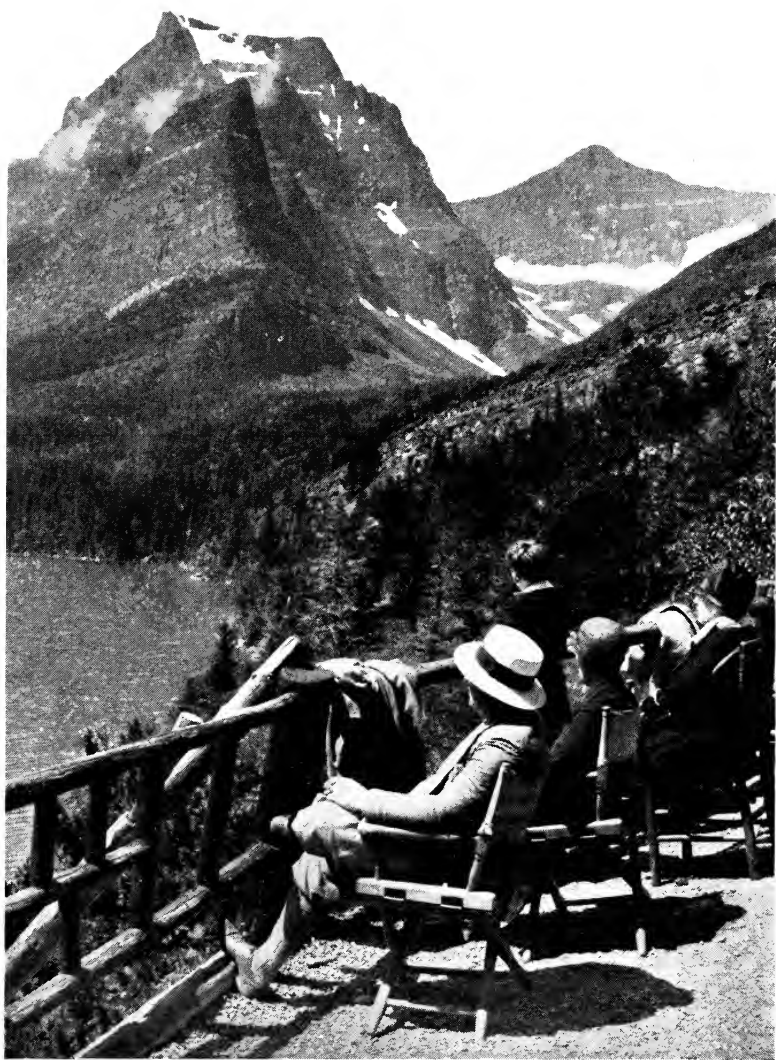
The International Peace Garden has an area of more than 3,000 acres, with 1,555 acres assigned for protection by the State of North Dakota and 1,452 acres by the Province of Manitoba. It is understood that the International Peace Garden Association intends to request the governments of the United States and Canada to internationalize or neutralize the site of the garden.

The Peace Garden at Turtle Mountain is to be financed by popular subscription, and an objective of \$5,000,000 has been set. If this amount is raised, it is planned to set aside \$4,000,000 of it as an endowment fund, to provide for the upkeep of the garden in perpetuity. A number of eminent landscape gardeners in the two countries have volunteered to donate their services in designing the garden and a number of plans have been submitted.

With international organizations of the scope and variety of the Rotarians and the Associations of Gardeners originating and fostering these peace-reserve movements, the governments of the world are given a practical example of progress in the field of international peace. Countries far and wide have adopted the National Park idea, which originated in North America with the establishment of the Yellowstone National Park. One wonders if they will adopt the International Peace Park idea with the same enthusiasm.



Waterton Lake from Mount Crandall, Waterton Lakes Park
Courtesy Great Northern Railroad



Going-to-the-Sun Mountain from the Veranda of the Chalets,
Glacier National Park
Courtesy Great Northern Railroad

LAND PLANNING

Problems of the Public Domain

IN MARCH of 1931 the Report of the Committee on the Conservation and Administration of the Public Domain, appointed by the President of the United States, was made public. The Committee, under the Chairmanship of the Hon. James R. Garfield, former Secretary of the Interior, made recommendations which in part were embodied in legislation introduced into the 72nd Congress. These bills, together with others, were the subject of extensive committee hearings in both Senate and House, but Congress took no action.

At the time of the first census it was manifest that the 4,000,000 people did not actually use and occupy nearly all of the 900,000 square miles which then constituted the United States. Indeed, before 1802 the states had ceded to the Federal Government a surplusage of over 400,000 square miles, of which all but some 2,500 square miles, covered by private claims, became the nucleus of the Public Domain, that is, land owned as well as under the jurisdiction of the Federal Government. After that, with each new addition to the political area of the United States, the Public Domain increased. Try as it did, the Government could not possibly get rid of the Public Domain as fast as it acquired it. In all, from 1781 to 1853 over 2,000,000 square miles came into the Public Domain.

The enormous courage, energy, and stamina required to accomplish the herculean task of settlement left little time to revise theories. In 1800 we believed that the entire Public Domain should pass into private ownership. In 1850 we still held to this theory. And now in 1932?

PUBLIC OWNERSHIP IDEA

It was not until the 70's that we may discern the dawn of a new idea. At an historic campfire on September 19, 1870, the members of the Washburn-Doane Expedition into the Yellowstone region discussed the marvels of nature which they had seen. It was suggested that it would be a "profitable speculation" to open up the country to tourists. Then it was that Cornelius Hedges voiced the idea that this wonderland should never pass into private ownership, but should be set aside for the use and enjoyment of the people. His suggestion fired the imaginations of the entire party, and later of members of Congress, for by the Act of March 1, 1872, more than 3,000 square miles of the Public Domain were "reserved and withdrawn from settlement, occupancy, or sale under the laws of the United States, and dedicated and set apart as a public park and pleasuring-ground for the benefit and enjoyment of the people."

And so our first considerable permanent Federal reservation was set aside for pleasure. Uncle Sam became a park superintendent to

serve his people. In 1916, the National Park Service, first suggested by the American Civic Association during the Taft administration, was created in the Department of the Interior. Today, Uncle Sam's National Park and Monument holdings run to some 12,000,000 acres (including over 5,500,000 acres in Alaska), of which, roughly, 6,000,000 acres lie in the 11 public-land states.

About this same period, in 1873, at a meeting of the American Association for the Advancement of Science, held in Portland, Maine, Franklin B. Hough read a paper which directed attention to the evils which had resulted in other countries from cutting the forests, especially those covering mountains. He thought that the Nation should withhold from sale to private individuals the forest lands of the West. As a result of the leadership furnished by the scientists in the 70's and 80's, Congress, in 1891, enacted a law which provided that "the President of the United States may, from time to time, set apart and reserve, in any state or territory having public lands wholly or in part covered with timber or undergrowth, whether of commercial value or not, (areas) as public reservations."

Under this act, President Harrison set aside 13,000,000 acres of land from the Public Domain. Five years later President Cleveland added 20,000,000 acres. In 1897 Congress passed an act to regulate the occupancy and use of the Forest Reserves under the Interior Department. Additions in the administrations of Presidents McKinley and Roosevelt brought the total Forest Reserves to 172,000,000 acres which, after eliminations of unsuitable land and further additions, in 1930 covered a gross area of 187,000,000 acres.

In the meantime, in 1905, the jurisdiction of the Forest Reserves was transferred by Act of Congress to the Department of Agriculture, where a Division of Forestry had been maintained since 1887. Now Uncle Sam was in business—not, to be sure, a business which promised prompt and large money returns, but one which involved a scientific selective cutting and marketing of timber which would use but not destroy the public forests and put them upon a permanent crop-producing cycle spanning several generations.

UNCLE SAM'S LAND BALANCE-SHEET

The total land area of the continental United States comes to 1,903,000,000 acres. Roughly one and a half billion acres have been disposed of. Nearly 324,000,000 acres went into land grants, 4½ million in canal construction, 132 million to railroads, 2¼ million to river improvement, 181 million to states for Agricultural College script, schools and other purposes, 3½ million for wagon-road construction. A good part of this eventually went into private ownership. Practically all of the other disposals, amounting to over 700,000,000 acres (homestead 233,000,000 and cash sales 300,000,000) placed the land in private ownership. In reservations and withdrawals something more than 276,000,000 acres remain in Federal ownership, including Indian reservations, National Forests, National Parks and

Monuments, and Federal reclamation projects. This leaves in the Public Domain about 178,000,000 acres.

Thus it may be seen that the Public Domain of vast volume which once lay in many states has been reduced to 178,000,000 acres. This lies principally in the 11 western states in which lie also the bulk of the permanent reservations—National Forests amounting to 130,000,000 acres, National Parks and Monuments to some 6,000,000 acres, and Indian Reservations amounting to nearly 40,000,000 acres. Out of the total area for the 11 states of some 750,000,000 acres, nearly 220,000,000 acres are in permanent reservations and withdrawals. These 11 states comprise about two-fifths of the total area of the continental United States, lying roughly in a thousand-mile square along the Pacific. They contain about one-tenth of the total population. Slightly less than one-fourth of the total area of these states remains in the Public Domain and somewhat more than one-fourth in reservations, making over one-half of the area at present in Federal ownership, though the net remaining area is larger than the New England, Middle Atlantic, and South Atlantic States.

HOMESTEAD ENTRIES DECLINE

The Committee on the Public Domain analyzed the situation. After the passage of the Homestead Act of 1862, the number of homestead entries, with minor exceptions, increased each year until 1913, when more than 50,000 entries took more than 10,000,000 acres from the Public Domain. Since then there has been a steady decrease in the annual number of entries. In 1929 some 6,000 homestead entries covered 1,700,000 acres. The 640-acre stock-raising homestead annual entries reached a climax in 1922 but by 1930 had decreased to less than one-third of the maximum. There is ample evidence that failure overtook more than half of those who tried this form of homestead.

The remaining Public Domain is described as land unsuited to growing crops, except in areas which may be put under reclamation. It is largely mountainous or desert. Part of it is adapted to grazing but apparently there is little or no land open for settlement on which a family may hope to make an economic success with the use of 640 acres unless there is considerable adjoining open Public Domain.

RECOMMENDATIONS OF PUBLIC DOMAIN COMMITTEE

After suggesting the elimination of areas important for various purposes, the Committee recommended that the remaining areas in the Public Domain, which are available chiefly for the production of forage, should be granted to the states which will accept them, and that in the states not accepting such a grant, responsible administration or regulation should be provided, but that the mineral rights should remain with the United States; the land passing to the several states should be sold only at public auctions, under the general laws, and all proceeds from such sales should be placed in a permanent fund to be safely invested and be guaranteed by the state against diversion or loss.

In response to a request of the United States Forest Service for additional acreage in the National Forests, the Committee recommended the temporary withdrawal of these areas. It then recommended the creation for each state of a board composed of five members, one designated by the President of the United States and two designated by the state, to act with the Secretaries of Interior and Agriculture to decide upon additions and eliminations from the National Forests as well as upon the selection of additional reservations important for national defense, reclamation purposes and reservoir-sites, National Parks and Monuments, and migratory-bird refuges, to be set aside and excluded from the lands granted to any accepting state. The states were to be given ten years in which to accept or decline the offer of the Public Domain, after which it was recommended that the President, by executive order, might establish a national range.

CONGRESSIONAL HEARINGS

At the hearings before the Senate and House Committees it was apparent that, under the conditions, some of the states would not accept the Public Domain, and that, though some of the states might accept it if offered by Congress, they wanted mineral rights as well as grazing cover, and they did not want limitations on the policy of the states after they accepted the land. Witnesses from various states emphasized the difficulties which the states had in meeting state and county operating expenses, with so large a proportion of the area in Federal ownership and control, and consequently not bearing taxes. Some of the witnesses made it clear that the principal reason for desiring the transfer of the Public Domain to the states was that it could then be passed into private ownership and pay taxes into the local treasuries. From one witness came the demand that the states should be ceded all of the unreserved and unappropriated public land with all its resources, that the Forest Reserves and power-sites should be made over to the states, and that complete jurisdiction over the Indian reservations be placed in the respective states. The National Parks were to be permitted to remain under the Federal Government but were not to be further enlarged.

The conservation and forest groups protested vigorously against the blanket grants to the states of an area of 178,000,000 acres, or an unknown residue after eliminations, of which 50,000,000 acres were yet unsurveyed and more unclassified. They deplored the long period of uncertainty and negligence which would intervene while the states were making up their minds and securing the necessary legislation; but, most of all, they feared for the integrity and unity of policy of the National Forests. The 11 different boards, even with a majority of Federal members, it was pointed out, would have authority to eliminate lands from the National Forests as well as add to them.

The American Forestry Association declared that Federal legislation should indicate the Federal purpose to conserve grazing, forestry, and other natural resources, prevent erosion, and maintain favorable

conditions of water-flows; should authorize and direct the Secretary of the Interior or other appropriate department to classify the lands in order to determine those which should remain in public ownership, to inaugurate an adequate administration of the Public Domain, to formulate a plan for the final disposal of the lands not recommended for public reservations; should authorize the President to withdraw lands considered suitable for Federal administration; and should provide adequate appropriations to initiate the program.

COMPROMISE MEASURE

When it became apparent that none of the pending bills was in line for passage at this session of Congress, Mr. Colton, of Utah, early in May introduced a compromise measure which has received favorable reports from the Secretaries of both Interior and Agriculture, to authorize the Secretary of the Interior to establish grazing districts and to inaugurate an administration similar to that worked out by the U. S. Forest Service for the permission and control of grazing. This bill had not been reported out of the House Committee when Congress adjourned. And there the matter stands!

A few general principles seem to emerge from the issues which have been brought to attention by current events.

PRIORITY OF PUBLIC CLAIMS

Is there any part of the Public Domain which should be placed under Federal administration? Areas which meet National Park standards or are needed to give protection to existing parks should most certainly be transferred from the Public Domain to the National Park Service. Since the National Park System is thought to be nearly complete and since it covers only about four-tenths of one per cent of the total area of the country and less than 5 per cent of the Public Domain, this would not involve a large acreage transaction. But it should constitute a priority claim. Should suitable areas to round out the National Forests, either for forest culture, watershed cover, or grazing administration be retained in Federal ownership? Again, most certainly. What about National Migratory-Bird Refuges? Are they not proper deductions? The fact is that Uncle Sam has never taken time to inventory his holdings in the Public Domain, as he has considered himself an agent rather than a land-owner. Let the surveys and classification inventories proceed!

After these Federal areas have been eliminated from the Public Domain, should the residue be pressed into private ownership? Under private ownership, will grazing cover be conserved? In private ownership, will the land be self-sustaining and pay taxes? After years of neglect and reported over-grazing, it may be that some of the land is capable of being brought back under private ownership, but it is to be doubted whether all of it will "stick" in private hands, if the experience of the older states is any criterion.

CHANGED CONDITIONS

We must recognize that after 140 years of population expansion unprecedented in the history of the world, and with a constant new supply of cheap or free agricultural land, we are now facing changed conditions. The rate of population increase has very definitely slowed up. What with a variety of factors, including the displacement of horses by motors, the success of the Department of Agriculture in making two and three blades of grass grow where one grew before, new competition in world markets, and this and that, much of the agricultural land which found its way into private ownership is not remaining there. For many years we have been familiar with the abandoned farms of New England. Now we have counties in Michigan, Wisconsin, and other states which have become unwilling land-owners by reason of delinquent taxes, and, it is said, often unable to give away land even after forgiving past taxes. During the World War many acres of grazing-land in Montana and other western states were plowed up for crops, but, after the decline in prices, abandoned, much the worse for their agricultural wear. Studies in Ohio and other Middle West states have shown that long after agricultural land becomes in fact submarginal and unable to furnish food, shelter, and clothing to a farm family, a constant supply of "suckers" will try to "make a go of it" on the principle that with luck they may succeed.

WHAT ABOUT PRIVATE OWNERSHIP?

Let us not deceive ourselves! Since the states which desire to take over the Public Domain, apparently, have principally in mind the tax-income which it will yield, it may be well to await a more careful classification than has yet been made before deciding on a forced-draft campaign to place the land in private hands. The Report of the Committee on the Public Domain includes evidence that responsible private ownership of 640-acre tracts has not been easy to achieve.

If no considerable part of the Public Domain is likely to be profitably handled in private ownership, would it not be better to face that fact at the outset and provide for a responsible administration of lands suitable for grazing, as provided in the Colton Bill and suggested by the President's Committee if the lands are to be held in Federal ownership?

The President's Committee suggests repeal or modification of the Desert Land Act and the Timber and Stone Act, as they seem not to be serving the useful purpose they were intended to serve. Perhaps other revisions of homestead laws may be desirable.

SHALL MORE LANDS BE RECLAIMED?

The whole policy of reclamation is involved. The President's Committee recommends that the present policy be continued of devoting the proceeds from the sale of public lands, and 52½ per cent

of the royalties derived under the mineral leasing act of 1920, to reclamation projects. At the present time about 67 per cent of the annual income to the Reclamation Fund is from project collections from farmers, 26 per cent from royalties under the mineral leasing act, and but 7 per cent from all other sources. Thus the resources of the western lands are helping to develop farm homes on reclaimed lands. Since the crops from reclamation projects are only about three-fourths of 1 per cent of the total crops of the Nation, they are not a serious factor in the over-production from which we are suffering. If the projects can be so selected as to become economic farm units, once they are in operation, the principal objection to bringing more land under cultivation, when we have too much already, will have been removed.

SHALL THE FEDERAL GOVERNMENT RETAIN MINERAL RIGHTS?

But perhaps the minerals are the real bone of contention. There are few who would not agree with the recommendations of the President's Committee that the Federal Government should continue its present policy of leasing and controlling of coal, oil, potash, and similar irreplaceable deposits. The opportunity is here for a new order of Economic Nation Planning.

HIGH COST OF LOCAL GOVERNMENT

The 11 western states, in common with all the other states of the Union, are suffering from difficulties in securing adequate revenue from taxes in order to meet expenses of government. It was, perhaps, natural that some of the leaders should have attributed all of these troubles to the large Federal holdings within the western states. It may be that a careful survey of all the factors will show that the western states are in a much better economic situation because of the large Federal holdings, under existing policies, than they would be without them. In some of the eastern and middle western states the Federal Government is actually being requested to acquire lands.

ORDERLY PROCEDURE

After all, if an orderly procedure is set up (1) to survey and classify these lands, (2) to take over from them lands which are manifestly suitable for Federal ownership in existing categories, and (3) to establish forthwith responsible Federal administration of grazing-land, may we not find that the disposition of the remaining lands will be clearly indicated? In any case, we need to take these three steps. Taking them will not preclude carrying out other recommendations of the President's Committee if, in the light of further knowledge, the same course is indicated. The Report clearly points out the decline of homesteading. Is it not time to take stock and revise our laws to fit present-day conditions?

The Wild-Life Refuge Program of the Biological Survey

By PAUL G. REDINGTON, Chief, Bureau of Biological Survey,
United States Department of Agriculture

TO UNDERSTAND the nature and purposes of the Federal bird-refuges under the jurisdiction of the United States Biological Survey—those already established and those proposed—it will be helpful to note the distinction that exists between three groups, a distinction that is based partly on the kinds of birds they are designed to perpetuate and partly on the legal authority for their establishment. These are: (1) The refuges that have been set aside from the public domain over a period of about thirty years, chiefly by Executive order, primarily for the protection of sea-birds and other non-game species; (2) the wild-life refuges established from time to time by special legislation or by Executive order for the protection of all kinds of birds as well as the species for which established; and (3) the refuges established primarily for game-birds under the provisions of the Migratory Bird Conservation Act of 1929.

All forms of bird- and other animal-life not detrimental to the species for which established are protected on all these refuges. Among refuges of the first group are those for wild fowl that congregate on rocky or sandy shores or islands along the Atlantic, Gulf, and Pacific coasts, and inland waters and marsh-lands, as well as at suitable places in Alaska, Hawaii, and Porto Rico. The first of these was established by Executive order of President Roosevelt in 1903—Pelican Island, Florida. The several big-game preserves administered by the Biological Survey have also been designated as bird-refuges.

There are also refuges for birds on Federal reservations administered by other agencies, as on National Parks, and on certain National Forests, reclamation projects, lighthouse reservations, Military Parks and Cemeteries, and other similarly suitable places. By act passed in July, 1932, all land- and water-areas in the District of Columbia were in effect made into an important bird-refuge. By increasing the numbers of desirable wild fowl, such areas add to the public interest in the birds and in their perpetuation as a valuable natural resource.

On the migratory-bird refuge program of the Biological Survey are not only the refuges established under the act of 1929, to further the provisions of the treaty of 1916 with Great Britain for the protection of the birds that migrate between the United States and Canada, but also refuges authorized by special legislation and Executive order. Among the important refuges so authorized, and now established or in process of establishment (those in the second group), are the Upper Mississippi River Wild-Life- and Fish-Refuge (extending 300 miles on both sides of the river in the four most northern states it borders), the Bear River (Utah) Migratory-Bird Refuge, and the Cheyenne Bottoms (Kansas) Migratory-Bird Refuge. Although these were separately authorized and in some cases designed specifically for various other forms of wild life (including fishes), all are so essential to game-bird protection that they may here be considered along with the bird-refuges in the third group, generally known as those on the migratory game-bird refuge program of the Biological Survey.

The significance of these refuges goes beyond their actual enjoyment by the birds that frequent them: they become monuments attracting human attention by their appearance on the map and by their presence in localities with which people who love the wilds are familiar. Thus they tend to increase the public interest in the welfare and perpetuation of the birds.

The Biological Survey encourages the establishment of private and community bird-refuges and coöperates, when requested, with bird-protective societies and with sportsmen's and other organizations interested in their establishment and maintenance. These must naturally be smaller in scope than those contemplated under the Migratory Bird Conservation Act, but in the aggregate they can advantageously supplement the major system and, what is of equal or even greater importance, they can care for the present pressing needs of the wild fowl until the more ambitious refuge program can be developed.

Operations under the Migratory Bird Conservation Act, which provides for the establishment and administration of inviolate sanctuaries for migratory birds, were begun on July 1, 1929. Since that time 129 proposed refuge-sites, embracing almost three and one-half million acres, have been examined

by the Biological Survey. Migratory-bird food-resources, existing and potential, on the lands and in the waters, have been studied. Accurate determinations have been made of land-types, the vegetative cover, land-uses, and the character and extent of improvements. Other related studies have been made in order to determine a fair value for the lands contemplated for acquisition.

In the fiscal year 1930, a beginning was made in the acquisition of lands by purchase and by lease. Contracts and other commitments for the acquisition of 144,429 acres have been entered into, and there have been set aside by Executive orders and proclamations 63,478 acres for refuge purposes. A total of fifteen refuges have been established under the new program, including 207,907 acres in the following fourteen states:

California	Nebraska	Oklahoma
Colorado	Nevada	South Carolina
Florida	New York	Utah
Maryland	North Carolina	Wyoming
Montana	North Dakota	

Under the provisions of the Migratory Bird Conservation Act, authorization was given for the appropriation of \$75,000 during the fiscal year 1930, \$200,000 during 1931, and \$600,000 for the fiscal year 1932. The full amounts for the fiscal years 1930 and 1931 were appropriated, but for the fiscal year 1932 only \$400,000 of the \$600,000 was appropriated, though authority was granted to enter into contractual obligations during the year for the balance of \$200,000.

The Biological Survey has held that for the refuge program to work out successfully it is incumbent upon the Government to establish refuge areas strategically located throughout the important breeding and wintering grounds and along the principal migratory water-fowl flight-lanes, containing 20,000 to 50,000 acres each. It emphasizes that the attractions of these areas should preferably be natural ones, but recognizes that much can be done to enhance their usefulness by development work. Such development should impound large areas of water, increase the natural food-supply by the propagation and introduction of aquatic plants or other foods relished by water-fowl, and adequately protect such refuges from trespass and from natural enemies of the birds.

The appropriation act for the fiscal year 1933 provides a sum sufficient only to enable the Biological Survey to prosecute the work incident to the survey, boundary posting, and title examination of the lands of the migratory-bird refuges already authorized. Present lack of Federal funds, however, will not prevent the establishment of migratory game-bird refuges if an emergency plan recently proposed by the Biological Survey succeeds. According to this plan, state game and conservation commissions, wild-life organizations, and others interested will provide many hundreds of small marsh- and water-areas suitable as resting, feeding, and breeding grounds for the birds. Their establishment at this time can tide over the period during which the Federal refuge program is slowed up for lack of funds. The numerous small areas that could be used by the wild fowl might well equal or exceed the total acreage of the larger areas originally on the program for establishment during the next few years, when the major program should be resumed.

This minor refuge program proposed by the Biological Survey contemplates the use of such resources as are available. Instead of waiting until the Government can act, the conservationists of the country are invited to work individually in a common effort to reclaim and create the smaller types of marsh- and water-areas necessary for the preservation of the game species that are now seriously threatened. Many of the breeding- and resting-grounds that have been taken from the birds year after year with the advance of settlement and industry can in this way be restored. These smaller units, ranging in size from an acre upward, are ideally adapted for development and administration by local groups, and when so administered would supplement the system of large refuges to be established later by Federal and State Governments.

It is the purpose to concentrate the initial efforts in the principal breeding-areas in the northwestern United States, though no opportunities will be overlooked for the establishment of the smaller sanctuary areas in other parts of the country. Our northwestern region is vitally important to water-fowl nesting, and a successful demonstration of the plan there will not only be of immediate advantage to many migratory birds but will serve to encourage the extension of the plan to other regions where the birds rest, feed, and winter.

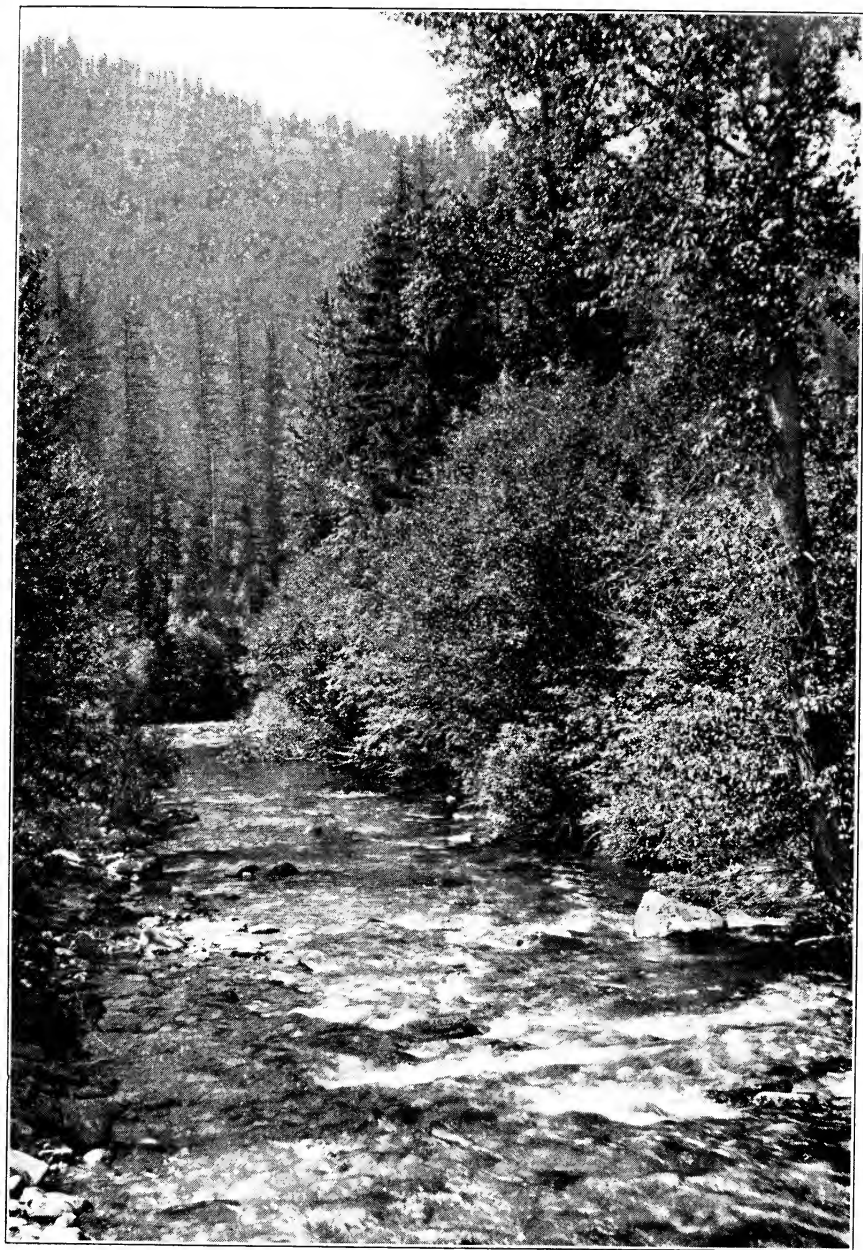
Scenic Assets of the National Forests

By L. F. KNEIPP, Assistant Forester, U. S. Forest Service

THE year 1931 was generally regarded as one of economic distress, yet the number of people visiting the National Forests was greater than ever before. Perhaps the very fact of economic distress prompted the increase. In such times reversion to simple modes of life, renewal of inspirational contacts with nature, relief from the turmoil and intensity of modern existence, are wholesome antidotes for social and economic ills. An area of wild land, such as is characteristic of the typical National Forest, can render no higher service to society.

The presence of large numbers of people in a National Forest always raises a question as to the elements which attract them, the qualities which they seek or desire, the emotional or spiritual or physical craving motivating their recreational programs. The answer, so far as it is determinable, establishes the social or spiritual value of scenic or recreational elements, defines the combinations of natural phenomena or qualities which may be classified as "scenic assets."

Casual analyses along these lines indicate some interesting conclusions. People collectively do not continuously concentrate their attention upon the superlative or stupendous or marvelous manifestations of nature. They may include such in their tours or itineraries and give them brief attention, but they are apt to linger longer on the shores of some tree-fringed lake, in some park-like grove of trees or on a road whose margins are bordered by the white trunks of birch or aspen intermingled with the delicate greens of half-developed conifers, by the majestic columns of veteran pines and firs, on some ridge or mountain-top from which are visible tumbled ranges of hills or mountains or widely sweeping panoramas of valley or desert landscapes, in minor canyons of intimate and understandable interest, in flower-decked meadows hemmed in by trees, or by the side of some tumbling stream whose waters murmur as they flow and in which trout rise eagerly to the fly. Hence socially and economically such areas properly may be classed as scenic assets and they are now so regarded and treated by the Forest Service.



A Typical Scenic Asset of the National Forests
Courtesy U. S. Forest Service



Thousand-Foot Cliff in Shoshone National Forest
Photo by F. J. Hiscock, Cody, Wyo. Courtesy *Parks & Recreation*

Standards of scenic or inspirational quality largely are relative; values are fixed by human appreciation and necessity. The modest knoll or few square miles of forest or small canyon in an otherwise monotonous environment may, for the local population, possess as great a social and spiritual significance as Mount Hood or the Kaibab Forest or the Kings River Canyon afford to those who dwell within their influence. An area of comparatively mediocre quality, if primitive and unmodified and representative of the undisturbed biological balance or complex, may possess a charm long since destroyed in other more beautiful areas by man's destructive attempts to improve upon nature.

These premises accepted, the scenic assets of the National Forests are legion. Every conceivable combination of natural elements can be found in one forest or another. Sometimes only a single 40-acre tract is involved, again a single square mile or two, sometimes one or several townships. But area or quality are least important. The inherent power to stimulate the study and love of nature, to perpetuate desirable traditions and ideals, or to otherwise promote human happiness and progress, is the dominant consideration.

The existence of such scenic assets creates for the National Forests a new social significance and purpose. Under pioneer conditions the trend of all land-use was towards complete industrial utility and commercial materialism. Early principles of National Forest management necessarily conformed to that trend. Under the new order which gradually has evolved, the intangible values and services of lands have assumed new importance and both the economic programs of dependent regions and the principles of National Forest administration have been modified accordingly. The present objective is not a complete dedication of large areas to nature; not the maintenance of park-like conditions; but the best attainable balance between material and inspirational services, a process of coördination or correlation through which the best net service may be realized. For instance, the plans of management for some fifty primitive areas provide that if or when economic necessity so dictates, a controlled utilization of the timber, forage, water and mineral resources within such areas will be allowed. Until that time, if it ever arrives, the natural values will be conserved.

Landscape Study of Mount Vernon—Our National Shrine

By MORLEY J. WILLIAMS, Assistant Professor, School of Landscape Architecture, Harvard University

Adapted from *Landscape Architecture*, April, 1932

MOUNT VERNON is the most important of American estates, both because it was the home of the greatest American and also because it is a highly developed example of landscape design. Due to Washington's regard for the amenities, his appreciation of beauty, and his organizing ability, it offers a particularly interesting field for study, with the promise of valuable results both for students of landscape design and for all others who are interested in Colonial times.

Financed by a grant from the Joseph H. Clark Bequest, research into the subject of "American Landscape Design as Exemplified by the Plantation Estates of Maryland and Virginia, 1750 to 1860" has been proceeding at Mount Vernon since July 20, 1931.

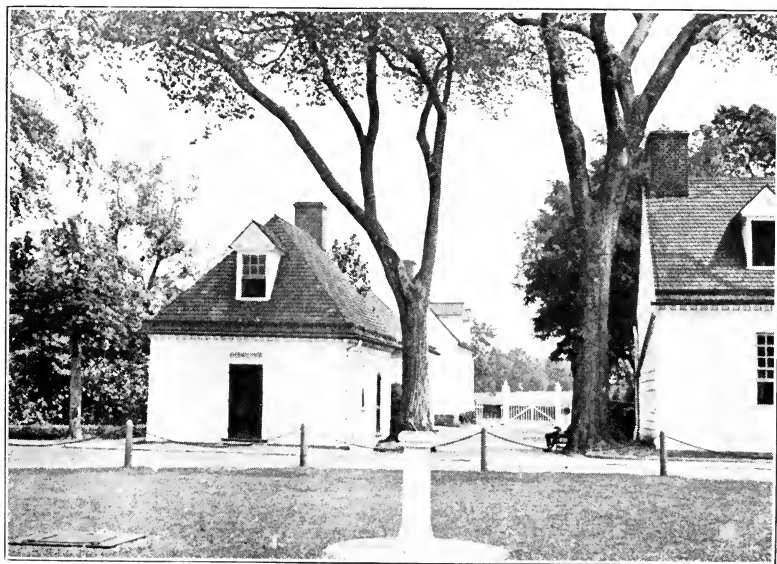
A collection was made of copies of all known maps or sketch plans of various portions of the property. These proved to be exceedingly interesting because many of the early ones were by the General himself. They were not very useful, however, as those which are accurate in drafting are very small in scale, and those which are large in scale are sketch plans rather than accurate surveys. These plans all tell the general story but do not agree with survey measurements nor with various actual-distance figures found in Washington's notes.

In order to have a more accurate plan at a scale large enough to admit of showing all significant detail, it was necessary to make a topographical survey. Without careful study, nothing could be disregarded as unimportant. Every irregularity of ground-surface that appeared to have organization was examined with great care, as slight unevennesses were found to have great significance. For instance, the foundation of an old garden wall was discovered by investigating a break in the ground-surface of only 3 inches in about 10 feet.

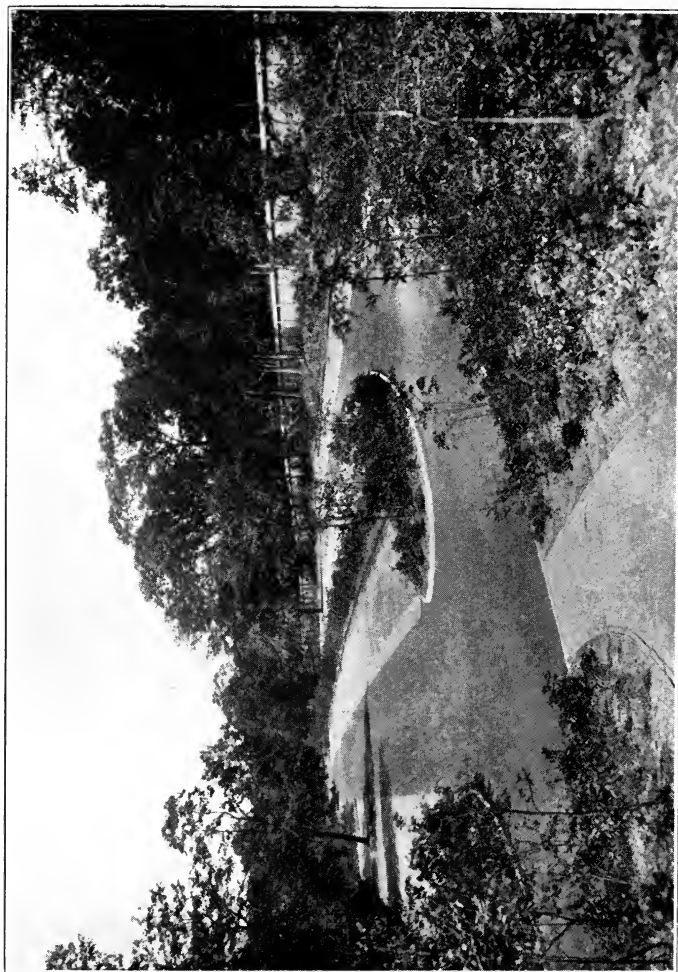
The literary research was carried on by going over all of the books and papers that could be located which contained ac-



The Restored South End of Mount Vernon



Looking North Along the Cross-Street of Service Buildings
 Photos by Morley J. Williams. Courtesy *Landscape Architecture*



Automobile Parking-Space at the Entrance to Mount Vernon
Photo by U. S. Bureau of Public Roads, Courtesy *Landscape Architecture*

counts or illustrations of Mount Vernon by contemporary visitors, though even the best of accounts are sometimes misleading. The Diaries, as edited by J. C. Fitzpatrick, proved to be exceedingly useful, both for the facts contained in the entries and for those contained in the footnotes by the editor. As part of the research the Diaries have been very carefully abstracted and cross-indexed and the information compared with the conditions of the ground. The way in which ambiguities have been cleared up by this method is surprising, though some very obstinate ones still remain to be investigated. The Washington manuscripts have been read in the original or in photographic copies whenever possible.

From the available data it appears that there were three distinct stages in the early development of Mount Vernon. At the time the property came into Washington's hands there seems to have been a rather modest development. The house was much shorter than at present, the roof lower, and the surroundings seem to have been on a corresponding scale. At the time of Washington's marriage, when he improved the house by raising the roof and refining the interior, he also improved the grounds. This period was followed by the development of the property along the lines of the ground-plan as we now know it, when expanding social obligations called for greater space and elaboration.

Washington took the greatest interest in this work until the time of his death, and there is ample evidence of this interest and of a conscious attempt at esthetic design. Anyone who has read Washington's letters or other papers cannot fail to have been impressed by his thorough common sense. It is revealed in his handling of the design of the property by the way in which he capitalized difficulties so that a plan has resulted which is more interesting and attractive than could otherwise have been the case. At the same time he was anxious that whatever he did should be in the prevailing fashion, and by correspondence and through the visits of travelers from England and the Mediterranean, he kept in the closest touch with what was happening elsewhere. The plan as developed seems to be the result of a common-sense adaptation of a current style to his particular problem.

Of particular interest are the various theories that have been

advanced as to factors that may have influenced Washington in his design. A new one that may be advanced is the suggestion of the "shield" form which is one of the most striking single developments during the drawing of the plans. By inspecting either plan or air-view of the mansion and immediate surroundings, the shape of a shield stands out too strongly to be overlooked. It is outlined by the wall of the Deer Park, the two east ha-ha walls, the south wall of the vegetable-garden and north side of the flower-garden, and by the curving west ends of these gardens. The curving lines of both of these walls were continued to the west entrance of the bowling-green by means of holly hedges planted by Washington, and these hedges, as they turned parallel to the entrance, formed the point of the shield. In the Washington shield itself will be seen three stars across the upper part. If the mansion could be considered as the central star, the other two would be represented by two groves of trees which we know to have existed, one at each end of the house. The suggestion of cross-bars of about the right proportionate width can be found in the spacing of the cross walks of the gardens and in the cross drive. Of further significance is the fact that this is the "family" area and all outside of it is farm. It is not possible to say here that this form and similarity were definitely planned, but, if not, they offer a remarkable coincidence.

The restoration of these plans on paper is part of our final aim. How completely possible this will be remains to be seen. So far, nearly all endeavor has gone into getting on paper the data which can be classed as existing topo. There has just been completed a set of show plans, largely of existing conditions. Work is proceeding on further reconstruction, on a set of working topos for use at Mount Vernon, and on two plans to be used for reproduction and official issue by the Mount Vernon Ladies' Association: one, a large-scale plan of the garden, and the other of the area surrounding the house, including the gardens, both presented as attractively as possible without sacrificing accuracy.

THE FEDERAL CITY

Legislation Affecting Public Park and Building Design in the District of Columbia

By EARLE SUMNER DRAPER, Chairman, Committee on Legislation,
American Society of Landscape Architects

ON MAY 25, 1926, the Congress passed the Elliott Law which provided for the greatest public building program ever instituted by any nation. The provisions of this law authorized land-purchases and public-building construction to the amount of \$50,000,000 in the National Capital during a five-year period, and \$115,000,000, to be spent at the rate of \$15,000,000 a year, for buildings throughout the country. By subsequent amendatory acts, Congress authorized additional sums until a total expenditure of \$227,890,000 for the National Capital was contemplated under this Act, with \$363,000,000 throughout the country, amounting to an annual expenditure of \$50,000,000.

Also, in 1926, the Congress enlarged the personnel of the existing Park Commission of the District of Columbia and created the National Capital Park and Planning Commission for the purpose of developing a comprehensive, consistent, and coördinated plan for the National Capital and its environs, to preserve the streams, forests, and natural scenery about Washington, and to provide for the comprehensive development of the park, parkway, and playground systems of the Capital and surrounding regions. One of the powers granted the Commission was that of making purchases of land for parks, parkways, and playgrounds; in the Capper-Cramton Bill, passed on May 29, 1930, the Congress enacted legislation which contemplated the eventual expenditure of \$16,000,000, of which a portion was to be made available each year as needed.

These two acts, alike in providing for great development programs for Federal building-construction in the National Capital and throughout the country, each contained provisions for expert planning. Under the terms of the Keyes-Elliott Act, March 31, 1930, which followed earlier legislation, the Government was authorized not only to formulate architectural and

engineering plans in its own departmental offices, but to contract for outside professional services whenever in its discretion this course seemed advisable. By the Capper-Gibson Act, which established the National Capital Park and Planning Commission, the Government created for itself a body of planners to give architectural, landscape architectural, and engineering advice in connection with the preservation and improvement of existing property and the coördinated development of newly purchased land in the District of Columbia, and with the coöperation of the states of Virginia and Maryland in the matter of land-purchase and planning for park-development in those states relating to the park-program of the Federal City.

In contrast to the National Capital Park and Planning Commission and the several other departments of the Government which enjoyed either adequate planning facilities for the study of new projects or the power to obtain such facilities through outside consultants, was the Office of Public Buildings and Public Parks of the National Capital. This department, existing for the purpose of administering and maintaining all of the parks and a large number of the Federal buildings in the National Capital, was limited in the effectiveness of its work by inability, through lack of authority, to draw upon the skilled advice and experience of private practitioners in landscape architecture, architecture, and engineering except as might be specifically provided by Congress on a certain project.

At a hearing which was held in connection with legislation proposed by the American Institute of Architects to provide wider use of outside talent on Treasury Department projects, and at which the question of inclusion of landscape architects arose and was favorably received, Mr. Delano voiced the opinion of the American Civic Association when, recalling the interest of his organization in the promotion of neighborhood, town, and city improvement, including well-designed civic centers, location of Federal buildings as far as practicable in accordance with the city plan, and adequate design of parks and grounds of public buildings, he said: "We believe that the people of the United States have a right to receive in the design of their public buildings and grounds the best professional services obtainable from architects, landscape architects, and engineers. . . . It is our experience that far too little attention is paid to the

design and planting of public grounds. We should like to see the Federal Government profit by the advice of well-trained and experienced landscape architects, as well as by that of architects and engineers."

In the opinion of Colonel U. S. Grant 3d, Director of Public Buildings and Public Parks, it was desirable for the following reasons that the Office of Public Buildings and Public Parks should have the authority to call in outside consultants at the discretion of that office and with proper provision for remuneration as a part of the cost of each project:

1. It would avoid the necessity of increasing the personnel of the Office of Public Buildings and Public Parks for the designing of special projects, and also the constant tendency to increase the overhead of the Office through the resultant difficulty of decreasing the personnel (owing to Civil Service requirements) when these specific projects were completed.

2. It would enable the Office to secure the benefit of specially trained consultants on difficult projects, should such questions demanding immediate action arise, without the necessity for awaiting an Act of Congress to give special authority.

On each count this permissive power would be both economical and advantageous for the Government. Therefore, as an aid to correcting the present situation, the Committee on Legislation of the American Society of Landscape Architects, with the coöperation of the American Civic Association, the American Institute of Architects, the American Engineering Council, the Garden Club of America, the American Institute of Park Executives, the National Sculpture Society, the Mural Painters, and other national organizations, has drafted the following proposed legislation for the attention of Congress:

"To authorize the Director of Public Buildings and Public Parks to employ landscape architects, architects, engineers, artists, or other expert consultants.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

"That the Director of Public Buildings and Public Parks of the National Capital be, and hereby is, authorized to employ in his discretion, by contract or otherwise, landscape architects, architects, engineers, artists, or other expert consultants, or firms, partnerships, or associations thereof, including the facilities, service, travel, and other expenses of their respective organizations so far as employed upon work for the said director, in accordance with the usual customs

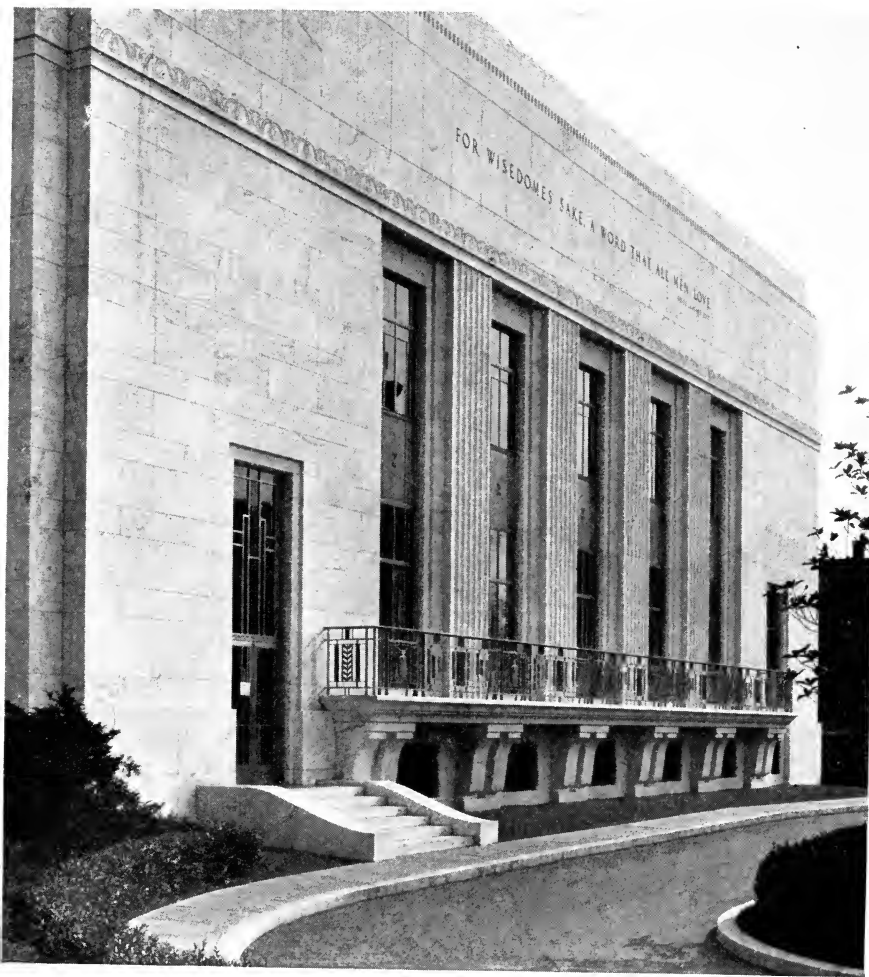
of the several professions and at the prevailing rates for such services, without reference to the Civil Service requirements or to the Classification Act of 1923, as amended, and without regard to the restrictions of law governing the employment, salaries, or traveling expenses of regular employees of the United States; and that expenditures for such employment shall be construed to be included in any appropriation heretofore or hereafter authorized or appropriated for any work of the Director of Public Buildings and Public Parks of the National Capital."

This bill, sponsored in the House of Representatives as H.R. 10372 by the Honorable John H. Kerr (D) of North Carolina, and in the Senate as S. 4357 by the Honorable Peter Norbeck (R) of South Dakota, passed Congress and was signed by the President July 19, 1932.

The Kerr-Norbeck Bill has been carefully phrased to enable the Director of Public Buildings and Public Parks to employ in his discretion not only consultants in those professions which are primarily interested in planning and construction, but also, by inclusion of the phrase "artists, or other expert consultants," the representatives of the decorative arts of sculpture and mural painting.

The authority that this bill conveys to the Office of Public Buildings and Public Parks should be sufficient to make possible a careful study of the park system of the older portion of Washington with a view to overcoming criticisms that have been made from time to time as to the design and maintenance of many park areas. As in the case of Meridian Hill Park it should be possible to secure expert advice in the basic design of all structures where special problems of design or construction are involved.

Another instance of congressional action affecting planning in the National Capital should be noted. Those who have at heart the welfare of the Federal City will not forget the proposed legislation which was presented to Congress in the spring of 1932 by the Honorable Ross A. Collins (D), representative from Mississippi, as an amendment to the District of Columbia Appropriation Bill. This amendment by its wording not only would have prevented the making of any new appropriation for park purchase in the District of Columbia or in the Washington region in Maryland or Virginia, but would have withdrawn even the money already appropriated and not yet expended or obligated which had been conserved through the economical



West End Facade of the Folger Shakespeare Library
Courtesy *American Magazine of Art*



Bas-Relief on Facade of Folger Shakespeare Library
Scene from "The Merchant of Venice"

Courtesy *American Magazine of Art*

procedure of the Commission in the attempt to secure the most favorable land-purchase.

While recognizing the necessity for extreme economy in the national budget, the American Civic Association, supported by other coöperating national societies, promptly took active steps to secure modification of the Collins Amendment, in order that the enabling provisions of the Capper-Cramton Act might be safeguarded. Very largely due to the watchfulness of the American Civic Association, this amendment was struck out, and the danger which threatened all planning in the Federal City, and indeed the very existence of the National Capital Park and Planning Commission, was averted.

The Folger Shakespeare Library

By PAUL CRET, Architect, Philadelphia, Pa.

WHEN Mr. Folger decided to build the Library, his first thought was to have this monument to the glory of Shakespeare designed in harmony with the architecture of Shakespeare's time. However, as the Library was to be in Washington, very near the Capitol, the House of Representatives and Senate office buildings, the Congressional Library, and the proposed Supreme Court building, it seemed somewhat dangerous to introduce Elizabethan architecture in such a classical frame.

The most apparent feature of this early English Renaissance is a naiveté still far removed from the canons of later times and more appropriate to the winding streets of an old English town than to the Eighteenth-Century avenues of Washington. In the opinion of the consulting architect and the architect, it would have been an error to introduce a note somewhat discordant in the grouping around the Capitol Square.

Mr. Folger shared this view, and a white marble structure of classic design was agreed upon. However, if the façades of a building are part of the scenery of a city, once the door is passed it is quite legitimate to harmonize the interior to the collections there displayed, and to place the Shakespearean scholars who will frequent the reading room in the Elizabethan atmosphere which permeates their commentaries. It was with this end in view that the plan was studied.

General Scheme: The requirements of the donor were to provide a library for a collection of 75,000 volumes with space for a future growth to 150,000 volumes, with the necessary administrative quarters and services. The building had also to include a lecture room or theater to permit the performance of Shakespeare's plays as given in his time. While Mr. Folger's aim was to give access to the invaluable documents accumulated by the donor only to qualified scholars, he desired also to interest the general public in Shakespeare. Hence the necessity to provide a reading room as free as possible from disturbance, and to find, for the benefit of the public, a room where could be displayed some selected material such as books, prints, costumes, paintings, and works of art relating to Shakespeare. The exhibition room and administration offices were laid out to form a somewhat separated unit. The location of the reading room on the courtyard side, away from the street noise, is also more favorable to study. Below the reading room are two stories of stacks fully lighted by the courtyard.

The exhibition hall and the reading room form the center of the plan. The east wing is occupied by the lecture room-theater, which has its own lobby, and can be used at night independently of the rest of the building. The retiring rooms and dressing rooms are in the basement, and stairs lead to the balcony.

The west wing is occupied by the administration. In the basement are the receiving room and work and help rooms. On the main floor are the founder's rooms, the offices of the directors, of his assistants and clerks. On the second floor are the library staff work rooms and five private study rooms for scholars. On the third floor will be housed special material such as costumes, prints, and posters.

The over-all size of the building is 226 feet. It rises to a height of 48 feet on a property 364 feet \times 186 feet.

Architectural Treatment—Exterior: While the facades were to harmonize in masses and material with classic Washington, it was thought that the building ought to reflect the present-day tendencies of our architecture, rather than the Italian precedents of the Congressional Library, or the French precedents of the House and Senate buildings. A quiet modern Georgia marble facade, with silver grilles and balconies was designed, using, as principal decoration, a set of nine bas-reliefs, illustrating Shakespeare's plays, and some inscriptions emphasizing its purpose as a memorial to a great poet.

The sculptural theme is based on the dramas of Macbeth, Romeo and Juliet, King Lear, Julius Caesar, Midsummer Night's Dream, The Merchant of Venice, Richard the Third, Hamlet, and Henry IV. The execution of the bas-reliefs has been entrusted to John Gregory, of New York. They are placed so as to have more importance than the usual frieze, below each window of the exhibition room, at the proper height for the passer-by, and along a marble terrace raised 3 feet above the building on the east and west, face a formal garden; the one on the Capitol side, with the fountain of Puck, modeled by Miss Brenda Putnam, of New York.

Architectural Treatment—Interior: The lobbies and their vestibules

are treated in early Renaissance architecture. A Lorraine stone was used in conjunction with rough plaster for the walls, vaults, and doorways. Between these lobbies on East Capitol Street, is the exhibition hall (22 feet \times 130 feet \times 30 feet 6 inches high), a high paneled hall, with monumental doorways at each end, bearing the coat-of-arms of Elizabethan England and of the United States of America. This room will receive in show-cases a permanent display of the most interesting pieces of the Folger collection. It is lighted at night by high wrought-iron candelabra, and the floor, in hand-made tiles, recalls in its border, the principal plays. From the exhibition room, the visitor can have a view of the reading room without disturbing the readers there.

Reading Room: The reading room is entered from the administration corridor and through the catalogue room. It is a typical English hall (32 feet \times 121 feet \times 37 feet 9 inches high), surrounded by bookcases in two tiers, the upper one served by a continuous balcony. On the east end is an oak hall screen having, as central feature, a faithful reproduction of Shakespeare's memorial in Trinity Church at Stratford-on-Avon, flanked by the portraits of the founders. Three huge bay-windows light this room. A fireplace gives the intimate character desirable for the workers.

In the reading room, scholars have free access to over 20,000 books on shelves, and to vaults containing 18,000 of the most precious folios and manuscripts. Stairs lead directly to the stacks below. The roof is supported by wood trusses, and stained glass decorates the windows. The west window has tracery similar to that of Trinity Church at Stratford-on-Avon. The old glass of that Church having disappeared, the subject chosen for our hall is the Seven Ages of Man, from "As You Like It."

Lecture Room: In planning the lecture room (or theater), it was not the desire of the founder to attempt a reconstitution of a given Shakespearean playhouse, because the requirements of a theater of today are necessarily different from those of the Sixteenth Century. For instance, the open-air pit was out of the question; a sloping floor with seats had to be provided, and performances had to be given at night. Above all, a theater for an audience of less than 300 cannot be designed as were the much larger playhouses. The object of the founder was, therefore, more to create an atmosphere similar to that of Shakespeare's audiences as we can imagine it from the scant documentation available. There is no graphic data of value on the Shakespearean theater. Our best information comes from some financial accounts and from a few allusions in texts; and on this uncertain basis have been reared reconstitutions necessarily at wide variance one with the other. The interpretation of the available texts by scholars often shows lack of familiarity with the architecture of the time and with the constructive methods necessitated by the scant financial resources within the reach of the theaters' builders. Another cause of many queer features in these reconstitutions, is the fact that the texts at our disposal refer to different playhouses. Therefore, it was trying the impossible to embody in one reconstitution, features mentioned in texts, but belonging to

various playhouses. I have seen, for instance, the trapezoidal-shaped stage of the polygonal theater incorporated in an attempted reconstitution of a rectangular one. As is the case with every archeological problem, the vagueness of the texts has been supplemented by a superabundance of personal interpretations, with resulting controversies.

Therefore, it was decided from the start to disclaim any pretence to a reconstitution of either the Globe, the Fortune, the Swan, or the Curtain. The object of the founder will be achieved if visitors to the Library's theater feel removed from our modern theatrical conventions of staging plays, and see a performance where the simple stage devices in use are the same that were used in Shakespeare's time.

The stage has three divisions, outer stage, inner stage, and upper stage. To the visiting companies will belong the care of deciding what use to make of these facilities.

The walls, like those of old, are made of "frame lime, lath and hair"; the stage with its shadow covered in tile; the posts square and wrought pilaster-wise with carved proportions called satyrs; this plain construction is embellished by painted decoration. The effect of sunlight in the "yard," will be approximated by our modern sun, electricity. There are, of course, a number of other features (dressing rooms for the actors, rest rooms, and foyer for the public), which are as little Elizabethan as will be Juliet, Ophelia, or Portia, interpreted by actresses.

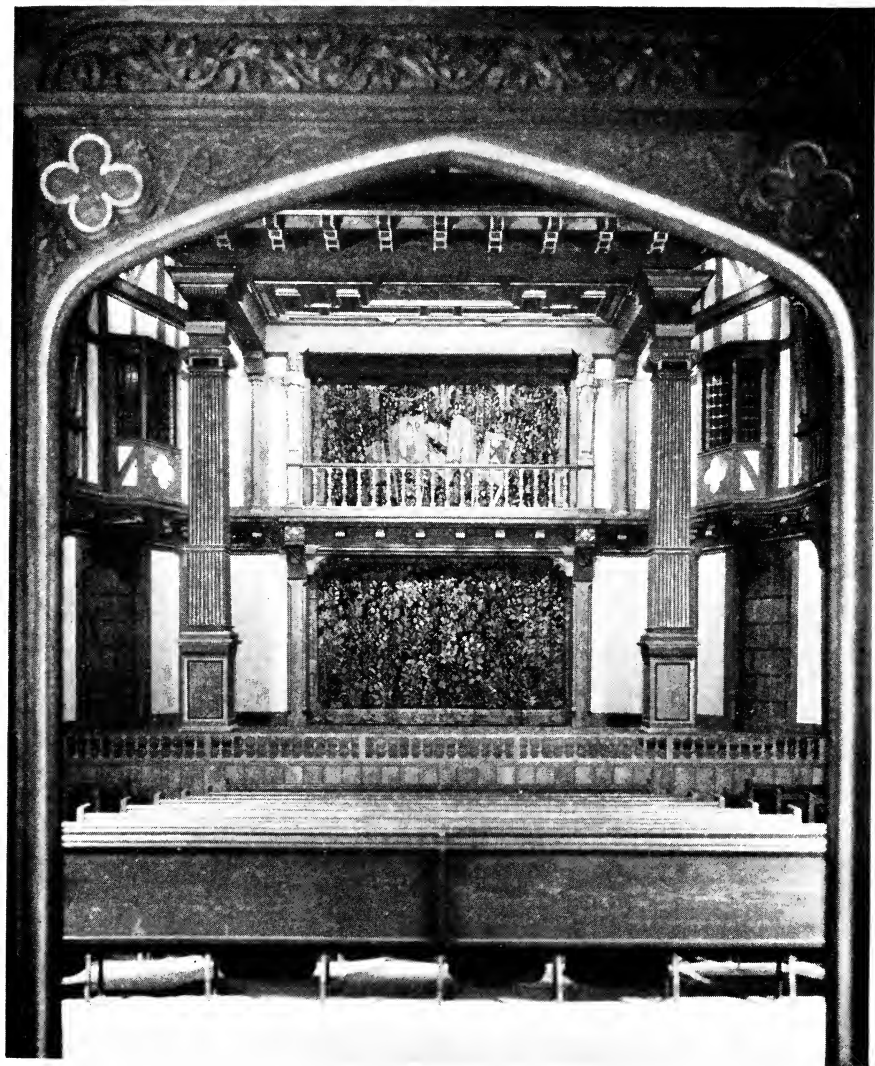
Administration: In the west wing, on the main floor, are the offices of the director and his assistants, and the founder's rooms, furnished by Mrs. Folger with old English furniture, and containing objects associated with the founder.

On the second floor are the Library's catalogue room, the study rooms, and photostat rooms, while the third floor will probably house collections other than books (paintings not displayed in the exhibition room, costumes, play-bills, water colors, and prints).

Other Details: Mention should be made of the lighting fixtures by Edward F. Caldwell Company; of the specially designed furniture by Westing, Evans & Egmore; of the hand-made tile-work in the exhibition room by the Enfield Pottery & Tile Works; of the stained glass by the D'Ascenzo Studios; the painted decorations by Austin Purves; the decorative sculpture by the Voigt Company, and the most extensive woodwork and cabinet-work by Erik Jansson.

The builder was James Baird Company, Inc., and the work was supervised by William Rohns, the architect's representative at the site. The engineers were Gravell & Duncan (structural), and I. H. Francis (mechanical). The architect, Paul P. Cret and his partners, had the invaluable advice of Alexander B. Trowbridge as consulting architect, and of the Director of the Library, Dr. W. A. Slade.

UNDER the Luce-Shipstead Act, plans for privately owned buildings which face the Capitol group in Washington must be approved by the Commission of Fine Arts. Similar regulations around State Capitol groups would eliminate much ugliness and tend to protect the property of the people.



Theater and Lecture Room of the Folger Shakespeare Library
Courtesy *American Forests*, Washington, D. C.



Arlington Memorial Bridge from East Potomac Park
Courtesy Parks & Recreation

The Arlington Memorial Bridge

By MAJOR D. H. GILLETTE, Corps of Engineers

DURING these days of economy there are those who have characterized the Arlington Memorial Bridge as a "fourteen-million-dollar luxury."

This feeling is due, for the most part, to a lack of understanding of the project as a whole. Actually, less than half of the appropriation is for the Bridge itself. The rest is for essential streets and approaches, which must be adequate not only to utilize the full capacity of the Bridge but also must be treated in a monumental way such as the memorial avenue and the monumental gateway to the Cemetery. An essential and expensive, but very utilitarian element, is the extension and widening of Constitution Avenue from the Capitol to the Potomac River.

The entire development, while primarily monumental in character, is of immense practical value to the public. The Bridge furnishes the main access to the Mount Vernon Memorial Highway, and is already carrying an average daily traffic of 20,000 cars for this highway alone. Later, when connections are made to the Arlington Cemetery and to the northern Virginia road-system, the traffic is expected to exceed double the present volume. Then, again, the grade-separation at the east end has completely relieved the previous congestion on gala occasions such as cherry-blossom-time.

Another misunderstanding in the public mind concerns the necessity for extending and widening Constitution Avenue to the Capitol as a part of the Bridge project. Such a cross-town thoroughfare of ample capacity is an absolutely essential provision for the great increase of traffic that is being caused by the new Federal buildings. But this improvement has a sentimental as well as a utilitarian motive. Until the construction of the Arlington Bridge there was no dignified and appropriate route over which to properly conduct the funerals of outstanding national heroes. Such ceremonial processions have in the past been forced to go through slums and narrow, busy, commercial streets, blocking traffic and causing annoyance rather than inspiring respect and honor to the dead. When Constitution

Avenue is completed as planned, these funerals, many of which originate at the Union Station, will pass entirely along handsome avenues and park drives of adequate width to eliminate the necessity for the marchers to change formation at any point due to constricted space.

Symbolically, the cortege will pass through the City with the noise and hubbub of Life and Commerce gradually decreasing, until it arrives at the Lincoln Memorial, where peace and solemnity reign; then it will cross the river over the Arlington Bridge, from the land of the living to the land of the dead, with a symbolic pause half-way across (in a great plaza on Columbia Island adorned with architectural features and appropriate sculpture) to receive the formal farewell and honors from the Living. Thence it will pass up the Memorial Avenue into the Cemetery, where at the formal gateway it will pause again for the honored dead to receive the new arrival into their midst.

Considered solely from the symbolic standpoint, the project may well be considered to justify itself. Moreover, it will have an additional value for all sorts of other ceremonial uses which are of frequent occurrence in the Nation's Capital.

Because of the necessarily great size of the Bridge, the most serious problem in connection with its design has been to prevent it or any of its elements from appearing to overshadow the Lincoln Memorial. This is why the Bridge, which otherwise need have been merely a river crossing, required the most handsome and restrained architectural treatment. It is believed that the architecture thoroughly satisfies this requirement, and that instead of competing, the structure seems rather to lead up to the Lincoln Memorial as a climax.

For those who are interested in figures, the following data may be of interest:

The Bridge is 2,162 feet long from end to end, with a roadway 60 feet wide, paved with Durax granite blocks and flanked by two 15-foot sidewalks of scrubbed concrete matching in texture the walks around the Lincoln Memorial.

The foundations, which reach to 40 feet below water-level, are constructed of solid concrete placed by the open coffer-dam method.

The nine spans vary in length from 166 feet to 184 feet, and are of a special shape which might technically be called a

"cambered circular arc." It is the shape of the arches, together with the open balustrade, which gives the Bridge a low appearance without the impression of "chunkiness."

The drawspan, which cost \$900,000, has several interesting features. Each leaf with its counterweight weighs 5,000 tons, and all counterweights, controls, and machinery are hidden below the level of the road, except the main control-room, which is in the balustrade. The balustrade on the draw-span leaves is made of cast aluminum and is one of the largest cast-aluminum jobs that has been constructed to date. There was insufficient room within the pier for counterweight blocks of ordinary concrete to raise the leaves, so the weight of the concrete in the blocks was increased to about 250 pounds a cubic foot by using for the aggregate iron punchings, and an iron ore specially imported from Sweden.

All materials in the Bridge were selected for durability, and in order to attain the utmost perfection in the granite setting a detailed drawing was made of each of the 14,000 stones involved.

The Mount Vernon Memorial Highway

By GILMORE D. CLARKE, Landscape Architect

THE home of George Washington, at Mount Vernon, Virginia, is now physically connected with the District of Columbia; it has become an integral part of Washington, even though located 16 miles distant down the Potomac from the Capital City. For many years an adequate connecting-link between the Nation's greatest shrine at Mount Vernon and the city of Washington has been contemplated, but funds were not made available until 1929 when Congress authorized the appointment of a Commission for the "Celebration of the Two Hundredth Anniversary of the Birth of George Washington." In the bill authorizing the President to appoint this Commission, the Bureau of Public Roads of the Department of Agriculture was authorized to proceed with the construction of a highway along the Potomac from the Arlington Memorial Bridge to the gates of Mount Vernon.

Heretofore there was a choice of two routes between Washington and Mount Vernon: One by boat, a most delightful trip

along the quiet, muddy waters of the Potomac past Forts Hunt and Washington; the other by U. S. Route 1, a narrow, crooked highway passing through Alexandria, and lined with garbage- and refuse-dumps, telephone and telegraph poles (in places on two sides), shacks serving as gasoline-filling stations, and "hot-dog" dispensaries in a variety of ugliness. Here the oil companies compete with each other to attract the attention of the public to their own particular brands of gasoline; red, orange, and bright blue pumps line the highway, and large signs blatantly arrest the attention of the motorist. Billboards—why, it seems as though there are miles of them—complete the panorama along the road to the most sublimely beautiful and sacred home in the whole country. Upon arriving at the Mount Vernon gates, an ugly building serving as a trolley station and restaurant was the most prominent structure. Truly the Nation neglected the opportunity to afford pilgrims a dignified approach to Mount Vernon.

A change has taken place. Now a fine parkway which begins at the Virginia end of the Arlington Memorial Bridge extends to the gate of Mount Vernon. The highway occupies a wide right-of-way so that its sides are protected against intrusions of billboards and "hot-dog" and gasoline concessions. The project is officially called the "Mount Vernon Memorial Highway"; nevertheless it actually is a parkway in the full meaning of that term. It will become a part of the George Washington Memorial Parkway, a project extending from Mount Vernon along the Potomac River to the Great Falls, and also will be an important link of the great outer parkway system planned for the District of Columbia by the National Capital Park and Planning Commission.

The Mount Vernon Memorial Highway is the first project of its kind to be built in the vicinity of Washington. It is patterned after projects similar in character, built in Westchester County, New York, by the Westchester County Park Commission. The principal features of the design are:

(a) A broad right-of-way, varying from about 200 to more than 1,000 feet in width, borders the Potomac River except through Alexandria and Wellington.

(b) The driveway, designed to fit the topography and provide a smooth alignment and easy gradients, flows smoothly,

the tangential sections easing into the sections of maximum curvature by means of easement curves, so that there are no abrupt breaks in line.

(c) The important grade-crossings are eliminated by bridge structures. There are four of these:

The first is a two-arched, rigid-frame structure of reinforced concrete design with native stone facing, providing a means for having Fourteenth Street cross over the Highway, which at this point skirts the Hoover Airport. The drive is divided into two roadways, each 40 feet wide, separating the traffic in each direction. Four access drives, forming a clover-leaf design, provide means for a steady flow of traffic between the intersecting highways without left-hand turns, eliminating the necessity for crossing traffic-lanes.

The second structure carries the Richmond, Fredericksburg, and Potomac Railroad over the Highway. This is also a double-arched structure providing for separated drives, as in the Fourteenth Street Bridge. The arches are of exposed steel girders, with arched lower chords. The abutments, center pier, and wing walls are of concrete faced with native stone.

The third- and fourth-grade elimination structures are single, rigid-frame, reinforced concrete arches with native stone facings, the third carrying the Highway over the entrance to the proposed Gravelly Point airport between Washington and Alexandria, and the fourth providing a means for crossing the Highway at Wellington, a section where the parkway leaves the shores of the Potomac and passes west of a residential development of fine homes bordering the river.

(d) Stream-crossings are made in part by hydraulic fills, the open water being spanned by bridge structures of simple but varied designs with single and multiple arches. These structures are also built of reinforced concrete with native stone facing. A double-arched span crosses Four Mile Run, a triple-arched span crosses Hunting Creek, and single arches span Little Hunting Creek and the boundary channel of Columbia Island. There was no established precedent of architectural design which it was necessary to follow. Reinforced concrete, while providing certain limitations, nevertheless made it possible to develop interesting, simple designs, possessing dignity, and harmonizing with the settings in which they were located.

(e) At grade intersections where a bridge was not justified, the driveway divided into two parts, with a center island not less than 20 feet in width at the crossing, tapering gradually each side to where the two drives join the single roadway. This treatment makes a safe crossing for local traffic without slowing

down the main through traffic on the Highway, since the alignment is smooth and unbroken.

(f) Along the route at frequent intervals broad views are obtained over the river. Turnouts are provided at the most important views where motorists may tarry.

There are several park areas located at the wider parts of the Highway reservation which will ultimately be developed. A tract between the proposed Gravelly Point airport site and Alexandria is suitable for an eighteen-hole golf-course. A tract of exceedingly interesting flat meadow and marsh lands, situated between Alexandria and Wellington, affords an opportunity to study native plant-, bird-, and insect-life in a sort of biological station. In this area the natural features will be retained with no attempt made to reclaim the marshes or to fill the inland waterways. A first-class exhibit of river borderlands, which ordinarily are destroyed in the vicinity of human habitation, is retained.

Fort Hunt will, probably, be abandoned as a military reservation. When it becomes part of the Mount Vernon Memorial Highway it should be transformed into a useful recreational park area where groups of people may assemble to participate in the more active games, including golf, baseball, and other field-sports.

The Highway, therefore, will be useful in joining these spaces to be developed for the use and enjoyment of the people.

(g) The Highway was designed with spaces for bus-stops, so that passengers may be served while the bus is clear of the traffic-lanes. The drive is widened at points where buses might be permitted to stop, for a distance sufficient to permit the vehicle to pull out of the outside moving traffic-lane before stopping, and regain headway before re-entering the traffic-lane. Shelters are provided at these stops.

(h) The planting received careful study. The designers visualized the planting compositions which, when mature, will create an approach-way to Mount Vernon as delightful and as beautiful as the road Washington traveled between these same points. Plantations along the borders of the reservation were planned to screen out objectionable developments, including railroad yards. The remaining parts of the planting-scheme were designed to create interesting compositions, to enframe

river-views, and to center the travelers' interest on points of particular value in the offscap.

Most of the plant materials used were native; when not, they were chosen for special effects, and in every case appear to be indigenous. Materials were chosen to harmonize and form a uniformly simple and dignified setting for the Memorial Highway. The scene is ever-changing, but the climax of the trip is withheld until the visitor reaches Mount Vernon. Just how successful the designers were will not be known until Nature has lent her hand over a period of years and the trees and plants mature and mass together, thus removing the effect of newness.

(i) *Minor features.* Careful attention was given to lighting-poles, guard-rails, signs, and minor structures, such as shelters and culverts; designs for all of these were made as unobtrusive as possible and at the same time fitting and in good taste.

(j) The Mount Vernon terminus of the Highway is the climax of the trip. It is hoped that the simple and dignified stretch of lawn, with elm trees before the entrance to the home of the first President, will place the visitor in the right frame of mind before entering the sacred shrine so wonderfully cared for by Colonel Dodge under the auspices of the Mount Vernon Ladies' Association.

Motor vehicles are parked in areas on each side of the central composition and hidden from view by plantations, so that those entering the area behold a restful scene unencumbered by masses of parked motors.

To provide a suitable building to serve the public need, a structure was designed and built to house the necessary terminal facilities, such as restaurant, soda-fountain, and restrooms. This structure is in the architectural style of the same period as Mount Vernon. The building has the atmosphere of an old wayside tavern and lends interest to the terminal area.

The Mount Vernon Memorial Highway is the forerunner of other parkway projects destined to traverse the length and breadth of the entire country. These parkways will by-pass all centers of population and aid in protecting belts of countryside so that travel by motor will be a delight.

Economic Justification for the New Public Buildings

By KARL J. HARDY, Secretary of the Public Buildings Commission

LIKE the former Russian Capital, Petrograd, and the newly created city of Canberra, in Australia, Washington was founded for the express purpose of being a Nation's Capital. Provided for by the Constitution, officially the city began its eventful existence in 1800 when the Government moved from Philadelphia to hastily constructed quarters in the projected City of Washington.

The city suffered many vicissitudes during the hundred years immediately following its occupancy. Except for a few casual references, the original plans were forgotten. In 1898, however, the plan of George Washington and L'Enfant was taken out of the files again and given renewed importance by the McMillan Commission. From this time interest began to develop in the original layout of the city. By 1926 there was sufficient national interest to provide for an established program of improvement in the Capital City and for the design and construction of much-needed public buildings, authorized in the Elliott-Fernald Act of May 26, 1926.

By this and subsequent acts and amendments, \$190,000,000 was authorized by Congress for the construction of public buildings. In adopting such a program and in the expenditure of such a vast sum of money in one city, the Federal Government has been concerned primarily with the utilitarian problem of housing adequately the Federal activities in order that they might function efficiently and economically. Every effort has been made to render the new buildings functionally suitable for their purposes.

To those acquainted with and responsible for the housing of the Federal Government in Washington, there is ample reason to defend the public building program against any accusations of extravagance. The program is one of true constructive economy. For many years Federal agencies had been so scattered in Washington that their attempts at efficiency resembled the good intentions of a scattered and somewhat demoralized army. Serious overcrowding existed in every Government-

owned or leased building. So rapidly did personnel increase during and since the war, making urgent demands for space, that the temporary structures built of plaster and cardboard in 1917, and intended to last not longer than three years, are still in constant use.

In the four years from 1927 to 1931 Government personnel in Washington grew 13.8 per cent. During that period the Commerce Department alone increased its working forces 80.6 per cent, Agriculture 18.1 per cent, and many other departments and establishments had like increases. Treasury, Interior, and Labor were the only departments with a personnel decrease. Only two departments, however, War and Interior, decreased their space-requirements. In almost all of the departments there were demands for space to care for accessions to files and records.

There are other valid needs which justify the building program. Personnel and files of one department were divided recently among 49 buildings, and another department was scattered through 18 buildings, some more than a mile apart. This required extra trucking service to handle supplies and mail, and additional workers for operation, all increasing the cost of Government. While it would be difficult to compute with accuracy the value of coördinating Federal activities in one or a few adjacent buildings, it is evident that economies do result from concentration, by elimination of expensive communication services and delays, and by more effective administrative supervision.

Much public business is still transacted in the flimsy temporary buildings, ten in number, which have long outgrown their life expectancy, are now rapidly deteriorating, and constitute fire-traps for workers and valuable records. These buildings represent unsanitary working conditions, poor air, and, in summer-time, unbearable heat. A survey of six activities in temporary buildings showed that in one summer 15,730 persons were excused because of heat, or a total of 212 hours lost per employe. Computing the effect of this from the payrolls, a loss resulted to the taxpayers of \$143,071.42. Because of these shut-downs, various bureaus estimate a loss in operating efficiency of from 5 to 15 per cent.

The cost of upkeep of these outworn temporary buildings is

excessive. In order to heat the buildings of the Mall groups this winter, the boilers and pipes will require complete remodeling. The floors of most of the temporary buildings have had to be reinforced during the past few years because of rotting wooden floor beams, and the underpinning of nearly all of them has had to be replaced.

A real danger in temporary buildings is the fire-hazard. On September 1, 1931, a fire broke out in Temporary Building No. 4, making the structure uninhabitable. The total cost of one fire a few years ago, amounted to \$227,160.45, with an estimated loss of time of from three to four months. Even with prohibitions against smoking and great care to avoid fire-risks, 603 fires have started in the last eight years, and but for the special vigilance of the guards and the precautions taken, any one of these might have proved disastrous.

In spite of the continued use of temporary and antiquated Government-owned buildings, the Government rent-bill has amounted to over \$1,000,000 annually during the last few years. In 1931, the Government rented in Washington all or parts of 46 buildings. When the public building program is completed, this rented space can be released to the owners. Already, with the completion of the Commerce Building and its occupancy this year, and the Agricultural Extensible Building, 16 leases covering 350,571 square feet of expensive rented space have been discontinued, saving \$302,558.65 for the fiscal year 1933. Considering that the amortization life of a modern Government building is at least forty years, the amount saved when all rented space is released, will amount to about $\frac{1}{4}$ of the total to be expended for public buildings. A computation made by the Public Buildings Commission based on rents paid in privately owned buildings, the cost of new buildings, the annual expense of their maintenance, and including the possible loss of taxes, shows that the new buildings will liquidate their first cost and pay for themselves, if occupied, in forty years. Taking the Department of Commerce Building, occupied, in January of this year, as an example, the following figures show the amortization in forty years:

DEPARTMENT OF COMMERCE BUILDING

Cost of building	\$17,500,000 00
Cost of land	2,500,000 00

Space in building:	Square Feet
Office	1,002,630
Storage	89,370
Total	1,092,000

Yearly rental value of space:

1,002,630 square feet of office space, at \$2.25 . . .	\$2,255,917 50
89,370 square feet of storage space, at \$0.40 . . .	35,748 00

Total yearly rental value	\$2,291,665 50
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Yearly cost of space:

Amortization (\$17,500,000—40 years)	\$437,500 00
Interest on \$20,000,000 at 4 per cent average per year.	410,000 00
Maintenance	655,200 00

Total	\$1,502,700 00
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Add—

Taxes lost to Government on land (\$1.70 per hundred)	\$32,500 00
Income tax lost on return of 6 per cent (\$129,716.94) of \$2,291,665.50 to building owners (tax 1½ per cent)	19,457 54
Taxes lost on building (\$1.70 per hundred on 65 per cent of construction cost)	193,375 00

Total yearly cost	\$1,748,032 54
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Savings each year—40-year period	\$543,632 96
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Total savings in 40 years	\$21,745,318 40
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As the Government buildings are always built to have a much longer useful life than this, the economic justification of the public building program in the interest of the taxpayer is obvious.

The unit cost of upkeep in modern Government buildings is considerably lower than the cost of upkeep of old Government buildings, even though there has been an increase since the war in the wage-scale and for maintenance materials. When there is a waste of space, the cleaning cost for the usable square feet of floor-space is increased. This is shown in a comparison of the

maintenance costs between the old Patent Office Building, begun in 1837, and the Internal Revenue Building erected during 1929 and 1930. The upkeep cost per gross square foot in the Patent Office during the fiscal year 1931, was \$0.4562, or nearly twice as much as the gross upkeep cost of the Internal Revenue Building which, during the same year, was only \$0.2466. In other words, there is, in this instance, a difference in maintenance cost of \$0.2096 per square foot between old and new Government buildings.

A great saving results from a well-prepared and complete program. Such a program makes it possible to purchase land for practically all buildings at one time, thus preventing the usual increase in cost to the Government when land is obtained by the "piece-meal" method. It is estimated that land values in Washington increase yearly about 9 per cent. By prompt purchasing, a great saving is made. Another benefit resulting from a "wholesale" acquisition of building-sites is that old property- and street-lines can be disregarded, which makes it possible to increase the usable square footage in public buildings about 15 per cent. It is noteworthy that buildings like the Commerce Building and Internal Revenue Building were constructed at the very low figure of approximately 60 cents per cubic foot, exclusive of planning and architects' fees. This figure is based on 1929 prices, which were from 20 to 25 per cent higher than present building prices. Construction costs of commercial office buildings, such as the Empire State and Chrysler buildings, range in the neighborhood of 70 to 80 cents per cubic foot. By a complete program the Government is not compelled to rectify the mistakes that result from haphazard and indiscriminate building.

In addition to the utilitarian and economic needs served by the building program now in progress, there are other values in modern and well-planned public buildings which accrue to the public. By grouping the buildings, as is being done, there is great convenience for those doing business with the Government. Also, related activities can operate more efficiently and thus more economically. The impression of well-ordered and designed Government buildings insures popular respect for the Government. A great Government can and should set an example of good taste and intelligent planning.

The Bicentennial Conference on the National Capital

By HORACE W. PEASLEE, Acting Chairman

ON THE invitation of the American Institute of Architects, a conference of eleven national professional and civic organizations was held in Washington on April 29, 1932. The following groups participated: American City Planning Institute; American Civic Association; American Federation of Arts; American Institute of Architects; City Planning Division, American Society of Civil Engineers; American Society of Landscape Architects; Association of the Alumni of the American Academy in Rome; Garden Club of America; Mural Painters; National Conference on City Planning; National Sculpture Society.

The Conference delegates unanimously agreed upon the following resolutions:

In this year of the Bicentennial Celebration of the Birth of George Washington, this Conference of National Organizations proclaims the united desire and intention of the representatives here assembled to make the city of Washington a worthy and living memorial to the ideals, vision, and glory of its founder:

TO THIS END BE IT RESOLVED:

1. We pledge our organizations to the principle that our National Capital should express in its physical planning and development the highest ideals and accomplishments of American art.

2. We are convinced that such ideals can be realized only with the collaboration of the ablest professional advisers in the various arts; and we urge that their services may be made available by definite legislative authorization.

3. We strongly maintain that the amenities and utilities should be given proper emphasis in full harmony with esthetics since the truly beautiful must manifest a design adequate to its appropriate utilitarian purpose.

4. We believe that the pride of the American people in their Federal City warrants ample appropriations for its adequate development and maintenance; and, when retrenchments may be expedient, we urge that cost limits be established without limitations affecting the procedure or the high quality of whatever project is undertaken.

5. We recognize and appreciate the contribution of the legislative and executive branches of the Government toward the accomplishment of these ideals in the National Capital through the constructive legislation and administration of recent years; and we pledge the full force

of our nation-wide organizations in support of further effort in the continued development of this policy.

AND BE IT FURTHER RESOLVED:

6. We recommend the adoption of a definite program of progressive steps for the gradual carrying through to completion of such major projects as the Mall and the Monument grounds, the George Washington Memorial Parkway, the Arboretum, and the Fort Drive, before property development and consequent appreciation in value makes costs prohibitive. While it is the duty of the National Capital Park and Planning Commission to indicate what should be done, and the relative importance of various projects, Congress alone must decide what appropriations shall be made to carry out the project.

7. We recommend for the favorable consideration of the Congress legislative measures now pending to authorize the employment of capable and experienced advisers in the arts on Federal projects under existing Federal agencies; with similar provisions in connection with any departmental reorganization measures.

8. We propose that in the public buildings of the Capital the collaboration of the ablest architects, sculptors, and mural painters be definitely provided for under proper authorization and with adequate appropriation; that the employment of landscape architects of outstanding reputation be authorized in connection with the proper setting of public buildings, for the design of parks and the development of street-plantings; and that in problems involving engineering, public utilities, and construction, the collaboration of outstanding engineering authorities be obtained, in order that in design, execution and maintenance, such work in the National Capital may not only equal the highest type of similar work in other cities and in private practice, but may set standards for the country at large. To this end it is our recommendation that all administrative officials charged with the execution of important projects shall be authorized and directed to employ such professional experts.

9. We recommend that, in view of the responsibility placed by Congress upon the National Capital Park and Planning Commission "to prepare, develop and maintain a comprehensive, consistent, and coördinated plan for the National Capital and its environs," the supervisory and coördinating authority of this Commission should be clearly defined and established, substantially as provided in the Standard City Planning Act of the U. S. Department of Commerce which has been the basis of Legislative Acts in numerous states.

10. We advocate maintaining, in each of our respective organizations, a Committee on the National Capital, each committee to assume as its special opportunity and obligation for public service the particular branch of art with which it is chiefly concerned; and we further agree to have representatives of these committees constitute a central civic and professional committee to make effective, as occasion requires, the full force of organized professional opinion.

HOUSING

The President's Home Building and Home Ownership Program

By DR. JOHN M. GRIES, Member Home Loan Bank Board and
Executive Secretary of President's Conference on Home
Building and Home Ownership held in 1931

THE perspective of eight months permits us to view the President's Conference on Home Building and Home Ownership, which met last December in Washington after a year of preparatory work, in an objective light and to weigh with some impartiality the good it did. First, it brought together all the interests and professions whose activities combine to produce modern housing. In a sense it introduced these groups to each other for the first time and discovered to them the relationships and interdependence of their activities. It taught the home-financing interests that they cannot insure stability to their investments without the aid of the city planners and zoners in stabilizing the use of land; it taught the architects that they cannot design a good house without the aid of the home economist.

Second, as a corollary to the first result, the Conference produced for the first time a full-length portrait of housing, and revealed the number and complexity of the forces whose efforts combine to produce it. Third, it assembled in one place an unprecedented range of data and experience on housing. This data and experience had been scattered and consequently inaccessible; the Conference compiled it in usable form in a series of reports which constitute a solid foundation for the construction of a "science of housing." These reports are being made available to the public in a series of eleven volumes, eight of which are already published. They provide the student with text-books and the practitioner, in whatever branch of housing activity he may be, with manuals. It is the business of all who are interested in better standards of housing to help feed them into the great agencies of popular education, represented by our schools, our books, magazines, newspapers, and speakers' platforms.

Fourth, the Conference drew up a program of action for

eliminating waste, reducing cost, improving quality, and making adequate housing available to every industrious family in this country. It took action to translate this program into effect by committing itself to work for the establishment by Congress of the Federal Home Loan Bank System proposed by President Hoover. By its study of financing needs and by its resolution in support of the central mortgage banking system, the Conference focused the nation's attention on the need and so created a public sentiment that encouraged Congress to pass the bill creating the banks.

The Federal Home Loan Banks are an attack on what has been called the most backward phase of the problem of home ownership in this country. Money for home-financing, particularly for junior mortgages, costs too much. Funds for home-financing are often inadequately distributed, so that while sections such as the Northeast may have a surplus, the West and South may have a shortage; at the first sign of hard times a large part of the usual credit supply withdraws from the home-financing field and this results in foreclosures, cessation of necessary construction and repair work, hardships to depositors in lending institutions, and demoralization of the real-estate market. The Federal Home Loan Banks are intended to eliminate these major defects in our home-financing structure. A brief résumé of their operation will explain how.

Under the direction of a Federal Board of five members appointed by the President, 12 regional Home Loan Banks have been set up, each capitalized at amounts ranging from \$6,000,000 to \$20,000,000. Three classes of institutions are eligible to subscribe for stock and so become members in the system. They are building and loan associations, sometimes called coöperative banks or homestead associations, savings banks, and insurance companies. To speed the operation of the banks, the United States Treasury is to subscribe such part of the minimum capital of each Home Loan Bank as is not subscribed by members thirty days after the opening of the books. Provision is made for the retirement of these Treasury shares so that the banks will be owned eventually wholly by the members. It is, therefore, incorrect to say that the system puts the Government into the business of financing homes.

When the regional banks are organized, the stock-holding

institutions may borrow on their sound home mortgages. Against these pledged home mortgages the Federal Home Loan Banks may issue bonds for sale to the public. It is expected that this will be the principal source of funds of the Home Loan Banks and will permit the banks to meet the needs of every section of the country for first mortgage money at all times.

It is easy to see how such a system will put an end to the "freezing" of funds invested in home mortgages, and in consequence put an end to the drastic withdrawal of credit from the mortgage field in times of depression. If the principal home-financing institutions can always borrow money on their sound mortgages, fear of having their funds tied up in hard times will disappear. This liquidity of funds invested in mortgages, plus the desirability as investments of the Federal Home Loan Bank bonds will increase the funds available for home-financing. As a nation-wide system the banks will distribute credit for home-financing to every community needing it.

But how will the Federal Home Loan Banks make home-financing cheaper? First, by increasing the funds available for this purpose. Second, it is anticipated, by reducing the need for second mortgages. The cost of second mortgage money—often amounting to 30 per cent, thanks to bonus charges, commissions, renewal fees, and the like,—has been a millstone on the home-owner's neck. According to the provisions of their charter the Federal Home Loan Banks are to put a premium on long-term amortized loans to home-owners, such as are made by building and loan associations. This type of loan frequently justifies making the first mortgage up to 75 per cent of the value of the property. First mortgages of that amount would render second mortgages unnecessary for many home-owners and reduce the amount of junior financing needed by other home-owners, thus cutting down on this heavy expense which two-thirds of all families now have to shoulder on undertaking home ownership.

To the home-owner at present threatened with foreclosure or in other difficulties because he cannot renew his mortgage or refinance his home on easier terms to meet the increased cost of money, the Federal Home Loan Banks are expected to bring speedy relief. The troubles of most home-owners are due to the fact that lending institutions cannot or will not continue to extend credit to them. By easing the credit strain on the

principal home-financing institutions of the country, the Federal Home Loan Banks will permit them to ease the strain on the home-owner.

But the Federal Home Loan Bank System is capable of doing more for housing than merely improving our home-financing structure. Because of its obligation to invest the people's money safely it will have to effect an improvement in the system of appraisals which now leaves so much to be desired. Safety of operation will also force the system to develop a competent survey of real-estate statistics in every community in which it lends money. The resultant knowledge will be a major check on real-estate booms, overbuilding, and inflation, with the subsequent bitter cathartic of deflation. The desire of local home-financing institutions to obtain mortgages which can readily be pledged with the Federal Home Loan Banks may very conceivably be directed to improve the quality of construction of houses upon which loans are made. For the same reason local home-financing institutions may be stimulated to support city planning and zoning activities that will increase the stability of home neighborhoods and the consequent soundness of investments in homes.

These are only anticipations, but, as the control of credit is admittedly the most powerful lever in our economic life, they seem justifiable.

Is Land Overcrowding Necessary?

By ROBERT WHITTEN, Planning Consultant, New York City

THE present depression is due in a large part to faulty city building. There has been unlimited expansion and development but it has not been based on a well-considered plan of urban land-utilization. In many cases dwellings have been unduly scattered, with resulting excessive costs for all community services. In other areas, dwellings are so closely packed together that blight has set in.

Much land needed and suitable for recreation has been cut up into small lots, with excessive costs for grading, drainage, streets, and utilities. Areas which a careful appraisal of the land-requirements of the community would keep permanently in some form of open development, such as truck-gardens, farms,

country estates, golf clubs, institutions, forests, or water-supply reservations, have been subdivided and auctioned off—not to home-builders but to those who fondly hope to resell at a profit.

Speculation has been the guiding star of most land-development and building operations. There has been little interest in a scientific apportionment of the land-area to its appropriate uses and a determination of how much area will probably be required for each type of use. One result has been over-production and over-development. Too much land has been subdivided, and especially in central areas the land has been used too intensively, with resulting social and economic loss.

What is meant by land overcrowding? The term is more or less relative. One definition might be: Any density of housing development greatly in excess of that required, assuming an intelligent apportionment of the available land-area of the community. This definition sanctions a greater density near the center of a large city than in smaller or suburban communities. For many families, considerations of accessibility and convenience offset the disadvantage of less amenity and less play-space. In order that the reasonable wants of these families may be provided for, it is appropriate to allow somewhat greater densities in these central areas. But even here there can be no valid social or economic justification for permitting the construction of dwellings without adequate natural light and without any near-by play-space other than the street.

A neighborhood may be overcrowded, even though the population density is relatively low. This result is brought about through bad planning of the open space in relation to the covered areas. If each street is a traffic street and there are no interior-block or other near-at-hand play-areas for the short-time needs of the children, even the comparatively low density of 20 families to the acre produces some of the characteristics and evils of overcrowding. There is no place for children to play, and this, together with the traffic noise and danger, tends to blight the neighborhood for dwelling purposes.

By proper planning, through traffic could have been made to by-pass the neighborhood and large super-blocks could have been used to provide more attractive home-sites and adequate close-at-hand play- and recreation-space, while at the same time housing the same number of families on the entire area.

Moreover, this result could have been secured at no additional cost. A recent research has shown that the present usual street and block pattern is wasteful in its street and utility construction requirements.* "From 15 to 30 per cent of the gross land-area, now inefficiently used or wasted, can be devoted to interior block or neighborhood parks without any additional cost for land. The saving that can be effected in street and lot improvement costs is more than adequate to pay the cost of park development and other community betterments."

Do high land-values create housing congestion or does housing congestion create high land-values? Which is the cause and which the effect, or do we have here a vicious circle with each factor acting alternately as cause and effect?

In the hotel-apartment areas near the center of a large city it is quite apparent that the land has a high value aside from the density of apartment-house development normal to it. In this sense the high value of the land does require a comparatively high housing density to support it. Outside of this central area, however, it seems that an existing or prospective housing density has a much larger rôle in determining land-values than have land-values in determining housing density. Families of the same income level will normally pay about the same amount in rent; of which payment a fairly constant amount will go for land-rent. Consequently, the greater the number of families (of the same income class) that it is normal to house on a lot of a given size, the greater will be the value of the lot.

It is usually assumed that the cost of the lot for the small house can be reduced by decreasing the size, and especially the width of the lot. This will mean more lots to the gross acre and usually a reduction in the improvement cost. As applied to a particular plot of land, it will undoubtedly result in economy in the production cost of the lot, and this will correspondingly decrease the cost of the completed house and lot.

On the other hand, if the problem is not that of the individual tract of land but that of determining the normal size of lot for the low-cost houses of a city or state, it is not at all clear that a reduction in the normal width of lot, say from 45 feet to 30 feet, will produce any reduction in the cost at which the small house can be produced and sold.

*See *Neighborhoods of Small Homes*, Whitten and Adams, page 80.

An almost certain result of an increase in normal density is an increase in the value of the raw land. The value of raw land suitable for subdivision for the building of small homes will tend to vary directly with the number of such houses to the gross acre normal in the community. This increase in raw-land value may not be sufficient to take up all the economy due to the small lot—a small part may be shared by the subdivider and a small part by the builder; but the part which actually sifts through to the home-owner will usually be so small as to be negligible.

It is much easier to increase housing density than to lower it. With the density customary and normal to low-cost houses in a community there is a corresponding level of raw-land values. To decrease the density without an increase in the cost of the lot will usually require a decrease in the prevailing acreage values. Such a decrease in acreage values will tend eventually to result, provided the lower density is consistently enforced. The adjustment, however, is likely to be difficult and very trying for all concerned.

On the other hand, a change to a greater density is easy and insidious. It usually starts with a sharing of the benefits from the economy of the smaller lot between the builder and the home-owner, and ends when the smaller lot becomes the normal type with a more or less complete capitalization of the saving effected by the smaller lot in the price that must be paid for the raw land.

Land-values have a way of increasing in proportion to existing or prospective intensity of use. When the two-family house comes into the single-family neighborhood it usually means that land-values are increased and rents are not reduced. Similarly, when the six-family apartment is erected in a two-family house district, the chief result is the boosting of lot-values. The increased lot-values absorb the increased rentals arising from the housing of six families on the area formerly used for the housing of but two families.

Housing in each neighborhood or section of the city should be permanently restricted by deed or by zoning to the type and intensity of use for which it is devoted and is most suitable, in order to prevent depreciated building-values and sacrifice of community values which results from land overcrowding.

Better Homes in America 1931-32

By JAMES FORD, Executive Director

THROUGHOUT the past eighteen months Better Homes in America has been carrying out its traditional campaign and adapting its program where necessary in view of existing economic conditions and problems. It has at the same time participated actively in the work of preparing for the President's Conference on Home Building and Home Ownership, in service on committees of that Conference, and in the publication and distribution of its findings.

The purpose of Better Homes in America is, through local volunteer committees, to encourage the improvement of existing homes and premises, the spread of knowledge on all matters relating to the house—improved design, construction, equipment, furnishing and landscaping of homes. The number of volunteer committees organized to carry out this program in all the states of the Union has increased from 8,352 in 1931 to 9,737 in 1932, and has increased nearly twentyfold in the past nine years.

A state committee is organized in each state, made up of representatives of the many civic organizations interested in home improvement. The Extension Service, women's clubs, parent-teacher associations, architects, home economists, and many others are usually represented. A few of the larger states have district committees as well, and altogether there are 1,114 county committees in addition to the committees for each local community.

Their programs are made up of lectures, home-improvement contests, tours to homes that have been improved, and, in many hundreds of instances, demonstrations of new or reconditioned homes fully furnished by the committee, with the help of local home economists in public schools or colleges. The programs are not highly standardized and are adapted to local needs by the committees in charge. Often many hundreds of persons, and sometimes a score or more of organizations, are involved in the local preparations for house demonstrations, tours, and contests. National Better Homes Week, which in 1932 was the week of April 25 to May 1, is a recognized annual

event in many thousands of the communities of America, and the programs are often the result of months of work and study. Several million people are reached annually by one or more phases of the campaign, and the influence is intensified by the fact that an increasing number of committees carry out their programs throughout the year and from year to year.

Prevailing economic conditions affected the program of the past year in a number of ways. Committees were urged by the national headquarters at Washington to coöperate in local emergency unemployment relief programs for home care and repair and neighborhood and municipal upkeep and beautification. If no previous committee existed for this purpose, the Better Homes Committee not infrequently took over the function. Thousands of employment opportunities were found in this way, while home improvement was correspondingly stimulated.

The number of new demonstration houses was naturally much smaller this year than in preceding years, but the number of older houses reconditioned and demonstrated or visited upon tours was probably as large as ever before. There were an unusual number of instances in which schools and colleges participated in vital ways in the furnishing of demonstration homes, and there were a few instances in which houses were built by boys in vocational departments of the schools. The number of Negro committees was larger than ever before, and there were many striking instances of extensive improvements by them in rural houses of a more primitive type. Notable demonstrations of improved tenements occurred in Boston and McKeesport, Pennsylvania.

The following brief description of a few of the campaigns which won prizes or honorable mention in 1932 serves to show how programs are adapted to local needs as well as the wide range of activities which may be carried out.

The campaign in Columbia County, Arkansas, was distinguished chiefly by an educational program for the rebuilding of Waldo following the cyclone; that of Crittenden County, Arkansas, by the many houses for both white and colored that were improved and demonstrated or visited in tours. County beautification programs characterized both Crittenden County and Davidson County, Tennessee, and in the latter excellent work was done in the relieving of unemployment. Greene

County, Arkansas, developed home-information center services in addition to its demonstration houses and stimulated improvement programs which involved home care and repair work for the unemployed. Kohler, Wisconsin, had an attractive demonstration house which was made an object of study by pupils in public schools who coöperated in many phases of the campaign and also developed a home-information service in the demonstration home which is to remain open from June to November.

Ames, Iowa, held a home economics "open house" featuring particularly the home crafts and interior decoration. This committee also had an architectural competition, a builders' clinic, a home-information center, and participated in unemployment relief. Moscow, Idaho, developed a demonstration house in which sixty students of the home economics department of the University participated actively in working out budgets and plans for furnishing.

Groveland, Massachusetts, demonstrated an attractive new house, the sales price of which was \$4,200, and in one week had 3,000 visitors to the demonstration home in a community with a population of only 1,600.

Admirable demonstrations by colored groups took place in many parts of the South, but Jefferson and Pulaski counties, Arkansas, had exceptionally fine programs of home improvement among the colored throughout their counties. Large numbers of homes were visited after improvement, and people from every community in each county participated.

In Denver, Colorado, a house built from one of the plans of the Architects' Small House Service Bureau was demonstrated following a survey of local housing needs.

In DuPage County, Illinois, the suggestions of the Committee on Home Furnishing and Decoration of the President's Conference on Home Building and Home Ownership were made an object of special study by the committee furnishing the demonstration home.

In Graves County, Kentucky, the reconditioning and refinishing of old furniture was a central feature of the demonstration farmhouse which cost only \$1,200.

In Boston, Massachusetts, two tenements for unskilled wage-earners were most attractively furnished from salvaged



Hallway of Two-story House Which Received the Gold Medal in the Better Homes Architectural Merit Award Competition. Architect, Dwight James Baum, Riverdale-on-Hudson, N. Y.

Courtesy Better Homes in America



Small House Which Received Honorable Mention in the Better Homes Architectural Merit Award Competition of 1931. Architect, Arthur H. Hutchason, Los Angeles, Calif.



Living-Room in Small House Which Received Honorable Mention in the Better Homes Architectural Merit Award Competition of 1931. Architect, Waldron Faulkner, New York City.

Courtesy Better Homes in America

and reconditioned furniture, and there was, in addition, a remarkable educational program conducted in each of the branch libraries of the city. There were other demonstration houses, new and reconditioned, and extensive participation by the public schools.

Jackson, Mississippi, had a remarkable program of unemployment relief work, a survey of local housing needs, and a six-room new demonstration house (selling for \$3,500) which was very well designed, planned, and furnished.

Erie County, New York, had a valuable home-furnishing project in a farmhouse, which was carried out by the local home bureau units.

The most notable contribution in the Philadelphia program was the demonstration of planting at the Woodward houses.

McKeesport, Pennsylvania, had a distinctive program for the improvement of wage-earners, tenements, with materials and furnishings salvaged by unemployed and dependent workers with the coöperation of local social service agencies.

During the past year the second Better Homes Small House Architectural Contest was held for the best small houses actually built during the past five years which had a cubage of less than 26,000 cubic feet. Gold medals were awarded to Dwight James Baum of Riverdale-on-Hudson, New York, and to Winchton L. Risley of Los Angeles, California. Honorable Mention and bronze medals were awarded to seven contestants. Attractive reproductions of the house designs and plans of the medal winners will be found in the April, 1932, issue of the *Architctural Record*.

During the past year, Better Homes in America has issued the Better Homes Manual (University of Chicago Press—price \$3), of which Miss Blanche Halbert is Editor. This is a 700-page book of excerpts of leading articles relating to home ownership and financing, selection of the home-site, architecture, the essentials of house-planning, building materials, lighting, heating, plumbing, home furnishing and decoration, reconditioning, housing standards, and a large number of other subjects on which Better Homes chairmen and civic workers need access to the best material which would otherwise be unavailable. In addition, there has been issued during the past year a Home and Community Song Book by Surette and Davison (E. C.

Schirmer Music Company, Boston—price \$1 per copy, with the piano accompaniments; 50 cents with voice parts).

Two members of the Better Homes staff have served as editors of the reports of the President's Conference on Home Building and Home Ownership which is now issuing its findings in eleven cloth-bound volumes which sell at \$10.50 postpaid for the set or at \$1.15 each postpaid. A list of these volumes follows:

- I. *Planning for Residential Districts.* Reports of the Committees on City Planning and Zoning, Subdivision Layout, Utilities for Houses, and Landscape Planning and Planting.
- II. *Home Finance and Taxation.* Reports of the Committees on Finance and Taxation.
- III. *Slums, Large-Scale Housing and Decentralization.* Reports of the Committees on Blighted Areas and Slums, Large-Scale Operations, Business and Housing, and Industrial Decentralization and Housing.
- IV. *Home Ownership, Income and Types of Dwellings.* Reports of the Committees on Home Ownership and Leasing, Relationship of Income and the Home, and Types of Dwellings
- V. *House Design, Construction and Equipment.* Reports of the Committees on Design, Construction, and Fundamental Equipment.
- VI. *Negro Housing.* Report of the Committee on Negro Housing.
- VII. *Farm and Village Housing.* Report of the Committee on Farm and Village Housing.
- VIII. *Housing and the Community. Home Repair and Remodeling.* Reports of the Committees on Housing and the Community, and Reconditioning, Remodeling and Modernizing.
- IX. *Household Management and Kitchens.* Reports of the Committees on Household Management, and Kitchens and Other Work Centers.
- X. *Homemaking, Home Furnishing and Information Services.* Reports of the Committees on Homemaking, Home Furnishing and Decoration, and Home Information Centers.
- XI. *Housing Objectives and Programs.* Containing addresses by President Hoover, Mrs. Jane Deeter Rippin, Dr. Ray Lyman Wilbur and the reports of the Correlating Committees on Standards and Objectives, Research, Legislation and Administration, Education and Service, Organization Programs—Local and National, and Technological Developments.

THE REGION

Some Regional Planning Principles

By ROBERT WHITTEN, Planning Consultant, New York City

Adapted from Address delivered at the Fifth Traveling Annual Meeting of the American Civic Association, Detroit, October, 1931

THE population increase in American cities and in the United States as a whole is slowing down. Experts tell us that within a few generations the population of the United States will probably become stationary. There will, however, continue to be a drift from the country to the city due to the further mechanization of agriculture. This will reduce the demand for labor on the farms and increase the demand for labor in industry and in centers of trade and distribution.

The central cities, and especially the suburban cities of metropolitan regions, will doubtless continue to grow somewhat faster than the individual smaller cities located outside of metropolitan regions. The large centers or clusters of cities have a considerable advantage for industry and commerce. The industry located in the suburban town has a better labor supply and a larger local market for its product than can be served by truck. No matter how much we may deplore the existence of the big city and wish for a return to a village economy and amenities, it is, to my mind, futile except to the extent that we can still create a substitute for such ideal conditions within the metropolitan region itself. There is plenty of room within the various metropolitan regions, including that of New York, to provide for any probable growth of industry and population. To do this is the problem of regional planning.

There are some who fear that improved highway and rapid transit systems will increase congestion at the metropolitan center. In their opinion the only hope lies in decentralization, and they argue that this will only be brought about as it becomes more and more difficult to do business at the main center.

I am convinced, however, that a street system should not be designed to promote either centralization or decentralization. It should be designed to promote safety, comfort, and speed of movement between all parts of the community. This will result in the best and most economical and orderly organization of the social and business life of the community. It will in general

promote centralization where centralization is justified and decentralization where that is consistent with the best organization for the community as a whole. This does not mean that there should be no attempt to influence the appropriate location of business and industry.

It is sometimes said that it is useless to increase street capacities in central areas as any additional capacity provided will be immediately taxed to the saturation point. This assumption may be valid in certain situations as applied to local business streets but has no validity whatever as applied to any major traffic artery—to any street that is an essential part of a comprehensive thoroughfare plan. A serious slowing down of the traffic movement in any part of the main arterial system affects injuriously the whole community.

There are, undoubtedly, a considerable number of persons who now use the automobile for trips that could be made just as conveniently and more economically by railroad or rapid transit line. A further slowing up of the traffic movement would stop some of these ill-devised trips. But it would also increase the inconvenience and cost of all the necessary trips. It would injure business and tend to increase the cost of living for all the people of the city. There is no way to discourage needless trips without at the same time inconveniencing vehicle movements that are essential to the welfare of the community.

The automobile can never serve the function of rapid transit subways and elevated roads. These facilities must be relied upon for mass transportation along the most concentrated routes of passenger travel. They, together with the surface cars and busses, must continue to be the main reliance for the daily workward and homeward travel to and from the central area. The transit and motor-bus system should be extended so as to reduce the rush-hour street-traffic. There should be rapid transit routes and facilities to draw all trips that normally can more quickly, conveniently, and economically be made in that way; and there should be expressways and parkways to accommodate all trips that can normally be made best by automobile.

The function of the expressway is not that of furnishing access to abutting buildings. That is the function of the local street. Nor is it the function of an expressway to give an appropriate setting and approach to a monumental building or

civic center. This may be a function of the conventional street or boulevard of secondary traffic importance.

Ideally, the expressway should be a "freeway," the term Edward M. Bassett has coined for a highway to which abutters have no legal right to access. Vehicular access to the highway should be only from cross streets or from parallel service roads outside of the limits of the expressway and having access to it only at certain designated places and should be separated from residence lots by park-strips 100 feet or more in width, which will screen the traffic noise and increase the attractiveness of the neighborhood. The cost of acquiring and maintaining these park-strips may be small in comparison with the loss that would otherwise be involved through the blighting of the entire neighborhood.

Is this assumption true that every road through a park-strip should be restricted against commercial traffic?

Do not the same facts that make the modern parkway the ideal solution as the main traffic artery for passenger automobiles also make it the ideal solution for the general traffic route? Trucks and other commercial vehicles must be provided for somewhere. They now find their way along the ordinary highways to the great detriment of the residential sections through which they must necessarily pass. Would it not in many cases be wiser to design the "parkway" as an expressway for general traffic? Make the roadways wider so that the slower-moving trucks will not seriously obstruct the fast-moving cars. Make the ruling gradients lower, so that heavy trucks will not have to change gears, with resulting noise. Make the park-strip wider, so that the noise of heavy trucks will be less injurious to abutting property. In this I am not proposing that either all existing or all proposed parkways should be opened to general traffic, but simply that where practical the modern expressway should be of the parkway type, i.e., pass between park-like strips of land, have natural flowing lines, be truly spacious, with room for shrub and tree and for the dispersion of the traffic sound-waves. It should have a pleasant, park-like appearance that will add some elements of interest and distinction to the neighborhood through which it passes.

In the present period of depression we hear much talk of the need of some form of national planning to coördinate production

and distribution on a national scale. The chief media of speculation are corporation securities and urban land. The economic and social waste due to the inflation and inevitable collapse of security and land-values is undoubtedly a prime cause of the present depression.

We cannot have good national planning without good regional planning. Moreover, regional planning must be broader in scope and more radical in methods if it is to be effective in preventing recurring periods of land-value inflation.

Zoning and platting control of the unbuilt area should be concerned not so much as has been the general practice with the size, shape, and use of the individual lot as with the developing of self-contained communities in which all community needs will be taken care of. The block pattern is in many respects more important than that of the lot, and the neighborhood pattern more important than that of the block. It is the block pattern that will largely control economy in street costs and in the creation of neighborhood play-parks.

Zoning and platting and subdivision control should be one and indivisible. It is fundamental that at the time the raw land is cut up into streets and building lots, the completed community or neighborhood unit should be visualized with all its characteristics and requirements. It is almost as essential that there should be neighborhood parks as that there should be local streets. Substantial savings in street improvement and permanent maintenance costs can be effected by scientific block and neighborhood planning.

In the neighborhood unit it is essential to assume that lot-values will remain permanent and will not increase with the growth of the city. If land-values increase, taxes will increase and the size of lot formerly economically suitable to the income of the owner will become an economic burden. By planning for permanence rather than for convertibility and by permanently restricting the land by deed and by zoning to the type and intensity of use for which it is devoted and is most suitable, it should be possible to alter the present tendency to change to a more intensive use, with increasing land-values but depreciated building-values and with a sacrifice of all community-values.

Regional Planning Commissions Increase

By DAN H. WHEELER, Division of Building and Housing,
U. S. Department of Commerce

IN VOLUME I of the Civic Annual we were given a review of regional planning progress up to 1929 by Thomas Adams who remarked that "at present the regional planning movement is confined to some of the large metropolitan regions." He pointed out, however, its applicability to regions of other characteristics, including those almost entirely agricultural.

Regional planning is designed to bring about the orderly physical development of the land within the region and to promote land-uses in the best interests of the population. These include not only the health and safety of the people but comprehend also economic, social, and esthetic factors.

We now have a record, which we believe to be complete, of the existence of 79 regional or county planning organizations in the United States. The extent of the territory embraced in their jurisdiction and the scope of their efforts differ widely. Some of these organizations have been in existence for many years; others only recently have come into being. Some have been created by legislative enactment; others have been formed as voluntary associations actuated by motives of public service. Many of them have records of outstanding accomplishments—others are just beginning their labors by seeking to build up a favorable public opinion in behalf of their efforts, a procedure that is credited with much of the success of the Chicago Plan.

Most of the commissions have been actively at work on one phase or another of a physical plan for the region and, in the aggregate, something in the neighborhood of one million dollars is spent annually for this planning work, exclusive of sums that are, in most instances, separately appropriated for and spent by other bodies, such as school, highway, and park boards, in the execution of the plans. When considered in connection with results achieved in specific instances, it is appreciated that the returns on the amount of money invested in a plan of orderly development are manifold. There are instances in which more than the total sum mentioned has been saved in the development of a few miles of thoroughfare.

These 79 regional and county organizations represent an increase of 12 over the number in existence a year earlier, and an increase of about 24 in two years. Considerable of the increase in the number of these planning bodies is attributable to the passage, in 1929, by the California legislature of an act directing counties of the state to set up planning commissions. The act is mandatory in terms, but as no time-limit is set within which action must be taken, the statute is permissive in character. Of the 58 counties in California, 24 have created county planning boards, but some are still in the organization stage.

There is a wide variety of views as to what constitutes the logical region for physical planning purposes. Some think of a region whose boundaries are determined from geographical considerations, some consider the sphere of economic influence of a dominant center the determining factor, and so on. Which of these views is correct may depend upon the part of the country in which the region is to be created. Several of them may be correct, just as several methods of procedure for accomplishing results in various regions have proved to be correct in particular instances.

We have had described in previous issues of the Annual the methods employed by some of the larger regional planning groups, and we know that the technique varies considerably, depending upon local conditions and customs. In the Chicago region, the central organization has considered it wise—and it has certainly been fruitful of results—to encourage each municipality within the region to make its own plan, to lend to the individual units such assistance as possible in the making of these local plans, and to do everything possible to harmonize those plans at the boundaries of neighboring municipalities. In the New York region, on the other hand, the opposite technique has been adopted, which is also largely successful. In that region, a complete technical plan for the whole area has been prepared and the Regional Plan Association is now engaged in a campaign of education of the citizenry of the towns, villages, and cities of the region, pointing out the manner in which the plan will be beneficial and in their interest to adopt. Partaking somewhat of both these procedures, we find the officials of the Philadelphia Tri-State Regional Planning Federation seeking the advice and coöperation of local authorities as each part of

the technical plan for the particular locality nears completion in order that, upon completion of the plan, local and regional authorities may find it mutually satisfactory. Elsewhere, other or modified plans of approach have seemed to be satisfactory.

There are official planning commissions (city, county, regional) in existence in 46 states and the District of Columbia, and zoning privileges exist in every state and in the National Capital. Municipalities and other units are far from having taken full advantage of planning privileges extended by state legislatures. There are many reasons why planning activities should be more widespread. Among these reasons are the need for economy in public expenditures for physical improvements such as highways, public building-sites, and utility routes. Also there is the need to control development, in the interest of the whole people, of property abutting upon highways, which can probably best be done through regional or county planning.

Now, the county is not, in many cases, a logical planning unit, and in many metropolitan areas it is gravely deficient from a practical point of view.

The formation of county planning commissions under the California statute will give us an opportunity to appraise, on the basis of a rather extensive experiment, the success or failure of county planning in solving such problems, for example, as the orderly development of land abutting upon highways. Will the formation of these county planning commissions furnish a trial-and-error basis on which to solve the problem of finally delimiting the region and in the meantime result in an appreciable amount of benefit through preventing, in the region of which the county may later form a part, an unsuitable development that might be expensive to correct? If so, such commissions might well be authorized in every state, and the enabling legislation taken advantage of in every county if only for the purpose of controlling the subdivision of land, or of promoting a coördinated system of recreational areas or highways and directing the development of land abutting upon them.

If such statutes were enacted they should, of course, provide, as in the case of the regional planning provisions of the Standard City Planning Enabling Act and the California Act, for the creation of regional planning bodies for areas not determined solely in accordance with county lines.

The Philadelphia Tri-State District Presents Its Plan

By SAMUEL P. WETHERILL, JR., President, Regional Planning Federation of the Philadelphia Tri-State District

OPPORTUNISM in the provision of physical facilities for city, region, state, or nation results in waste of private, corporate, and taxpayers' dollars. Opportunism means non-planning both of the physical facilities themselves and of the non-budgeting of the public funds needed to pay for the improvements.

Non-planning and non-budgeting—these are the real costs in the up-building of a community. In the long run, planning costs nothing because it actually shows where costs can be cut; because it indicates beyond peradventure just how long-range programs of public or quasi-public works can be slowed up in good times when public needs have been met, or accelerated in bad times as stimuli to employment or business recovery.

Let us consider the case of the Regional Plan of the Philadelphia Tri-State District. Here is a Plan conceived on the heights of 1928 prosperity and presented (unfortunately, at least so it would appear at first glance) in the depths of the depression this year. Four years ago, business and civic interests of this area subscribed a fund of more than \$600,000 to make the Regional Plan. The Plan was ready in November, 1931, but the presentation was postponed in order to give priority to urgent welfare and relief work in Philadelphia. It was not until March 16, this year, that the Plan was presented and commended to the people of our region. The occasion was hailed by one of the speakers as "the beginning, not the end of a job."

We are not so much concerned with the sum and substance of the Regional Plan itself. It has been described as "logical, practical, and workable;" a leading Philadelphia newspaper declared the procedure underlying the formulation and making of the Plan to have been "the most extensive civic enterprise ever attempted." The sponsors of the Plan undertook to insure the thoroughness of the planning investigations by mobilizing the views and ideas of the best-informed minds of the Philadelphia Tri-State District. They undertook, moreover, to insure

a composite regional planning judgment by collaborating with all governmental, technical, and civic agencies and interested citizens in the region. Years of deliberation and coöperative efforts evolved a mutually acceptable Plan to satisfy the needs of the 400 political subdivisions in this region. We believe the Philadelphia Tri-State Plan is a good plan. But that is not the whole story.

The \$600,000 prosperity fund subscribed in 1928 was not the only investment in the making of the Plan. There was another even larger item represented in the free-will offering by state, county, city, township, borough, and eminent consulting engineers and architects of time worth \$1,000,000. These technicians made available through 400 planning meetings and conferences in the Plan headquarters their intimate local information and knowledge without which the Plan could not have been formulated on so comprehensive a scale. Still another item that preceded the actual making of the Plan was a total of \$150,000 contributed in the years 1923 to 1928 through the Federation when the regional planning idea was germinating. The total investment would appear to be about \$1,750,000. But this could scarcely be viewed as the entire investment in the effort, because planning activity has been stimulated and made more significant by the interdependent coöperation of the sister cities of Wilmington, Camden, Chester, Trenton, and others and by many state, county, and lesser municipal agencies.

Time has shown that the Tri-State Plan contains certain over-values not readily interpreted in terms of cash, precious assets that money cannot purchase. These are the faith and confidence, enkindled and fanned into real enthusiasm by years of work in the field among our engineering officials, public officers, and citizens in this community of 4,555 square miles, that regional planning shall go on to the lasting advantage of the Philadelphia Tri-State District.

In the past the work of the Federation has been financed by substantial contributions from a relatively small group. It is now our hope that a wide-spread membership throughout the region will sustain it through moderate dues.

If the capital expenditures of the cities and towns throughout the country had been made to conform to long-term plans for their future development, would their financial conditions today

be verging upon bankruptcy? Indeed, no one can dispute that these communities would be solvent today. But opportunism in the selection and construction of public works was rampant. There was no fiscal policy firmly wedded, without possibility of divorce, to the planning policy.

In good times it is desirable that far-sighted planning should precede public expenditures. In bad times it is absolutely imperative that such public money as is spent is expended to the best possible advantage. Public works undertaken to alleviate unemployment should not be wasteful of the limited available resources.

The very forces which have combined to make this depression so severe have created for the Regional Plan an unparalleled opportunity to serve humanity through alleviation of unemployment and stimulation of business recovery. The Regional Plan of the Philadelphia Tri-State District indicates a definite constructive program of public improvements urgently needed in this region, which is growing in population at a rate faster than the United States as a whole.

The Regional Planning Federation has been requested by a number of public agencies to coöperate in the selection of such improvements as will be self-liquidating. It is hoped thereby to avert a waste of taxpayers' money and clear the way for construction of essential, income-bearing projects under the credit of the Reconstruction Finance Corporation. (The Federation is coöperating with the committee on business recovery appointed recently by the Governor of the Federal Reserve District of Philadelphia.)

County-planning associations are being organized in all counties of the Philadelphia Tri-State District to work for the adoption and execution of their portions of the Regional Plan. The president of each county association becomes a vice-president and member of the Executive Committee of the central planning body. The Federation is urging that projects be classified in accordance with their urgency and economic feasibility, and is emphasizing the need for preparing detailed community plans now for such public works as will be required in the next few years. Thus, a long-term program of construction, based upon careful budgeting of available funds, can be established for progressive, scientifically timed execution.

This is precisely the procedure that the Federal Employment Stabilization Board is advocating. Created by an Act of Congress and approved by President Hoover on February 10, 1931, the purpose of the Board is to "provide for the advance planning of public works, for the stabilization of industry and for aiding in the prevention of unemployment during periods of business depression."

A good plan, whether for a region, city, or township, shows not only where and when to spend public money, but also where and when *not* to spend it.

During the World War when Big Bertha was bombarding Paris and the fate of the city was in doubt, men too old to fight patiently continued their allotted task of planning far into the future the street systems, parks, and other physical facilities of that great French capital.

And so, in this War on Depression, should not the planning of the needs of our cities, constantly growing in population, be met with the same fortitude? For this depression shall pass; it should pass more quickly through the stimulation that can be exerted throughout the country by planning agencies in proceeding with well-formulated programs of needed public improvements supported by sound fiscal policies.

The Mercer County Plan

By RUSSELL VAN NEST BLACK, Planning Consultant

MERCER, the capital county of New Jersey, is the northernmost county of the Philadelphia Tri-State District and adjoins the area of the New York Regional Plan. It has an area of 233 square miles and a population of 187,143, as of 1930. Interests of the county have been uniformly diversified for many years. They include chiefly: agriculture of the fruit-growing and market-gardening type, manufacturing industry centered in the city of Trenton, and education as represented by Princeton University and other schools of special note scattered about the county.

Under the stimulus of two or three of the more progressive of its members and of the County Engineer, the Board of Chosen Freeholders appointed a Planning Commission in the

fall of 1929 under New Jersey's very general county planning act. Harold W. Dodds, Editor of the *National Municipal Review*, was elected Chairman of this Commission of seven members. Soon after appointment the Commission decided upon the procedure of preparing a comprehensive plan under the direction of a planning consultant. The consultant was engaged, arrangements were made for dividing actual work between the offices of the County Engineer and of the Consultant, and studies were undertaken promptly.

Initial plan-making, up to the point of report-printing, was extended over approximately a year and a half and was done within an appropriation of \$13,500, exclusive of the salaries of two men on the county payroll and incidental county office overhead. Subsequent appropriations for report-printing and for continuation work have amounted to \$7,000, exclusive again of the salary of one man on the county payroll and inclusive of an appropriation for the current year, very much reduced by reason of general stringency in county expenditures.

Basic data available at the start of study included: 2,000-foot enlargements of the United States Geological sheets and an aerial map at the same scale and at 400 feet to the inch, all obtained through the Philadelphia Regional Planning Federation which had had these maps made for the benefit of its own studies. There were available, in addition, much useful factual data previously gathered by the Philadelphia Regional Planning Federation in the course of its general survey.

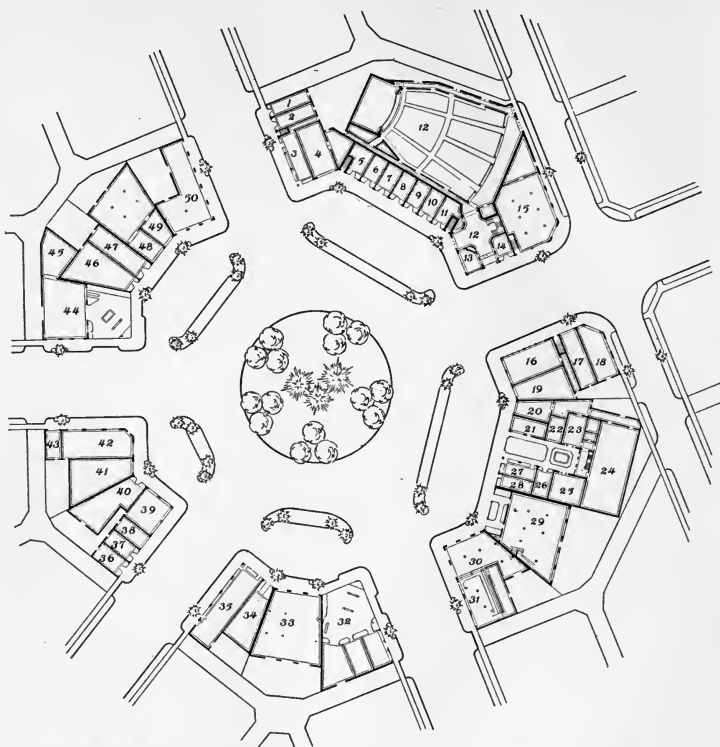
These maps and data were used as the starting-point for making the much more detailed study of existing conditions, growth probabilities, and development needs of Mercer County. Special studies, maps, and diagrams were made of: use of land and population trends, trends of industry, land-values, recreational facilities, areas served by water and sewers, and other factors in development probability. Special studies were made of county and municipal finances including assessment methods, tax-rates, bonded indebtedness, and debt retirement.

Actual plan recommendations were limited largely to those items coming within the jurisdiction of New Jersey counties—roads, parks, public buildings, and aviation fields. Development plans for railroads and waterways, while considered and made subject for mention in the report, were generally found



Winter Along the Delaware
Courtesy Mercer County Planning Commission

A COMMUNITY PLAZA



TREATMENT OF A FIVE-POINT INTERSECTION IN THE BALDWIN HILLS, PROVIDING FOR
BUSINESS DEVELOPMENT - OPEN SPACE - TRAFFIC MOVEMENT

Suitable Uses of Property

- | | | | | |
|----------------------|---------------------|---------------------|-------------------|---------------------|
| 1 Printing Shop | 11 Dress Shop | 21 Dress Shop | 31 Cafeteria | 41 Post Office |
| 2 Beauty Shop | 12 Theatre | 22 Beauty Shop | 32 Gas Station | 42 Bank |
| 3 Drug Store | 13 Sweet Shop | 23 Dining Room | 33 Market | 43 Barber Shop |
| 4 Tea Room | 14 Millinery | 24 Auditorium | 34 Shoe Store | 44 Gas Station |
| 5 Haberdashery | 15 Furniture Store | 25 Branch Library | 35 Variety Store | 45 Auto Painting |
| 6 Telegraph Office | 16 Bank | 26 Book Store | 36 Baby Supplies | 46 Auto Accessories |
| 7 Barber Shop | 17 Hardware Store | 27 Drug Store | 37 Electric Shop | 47 Bakery |
| 8 Tailor and Cleaner | 18 Utilities Office | 28 Jewelry Store | 38 Building Loan | 48 Billiards |
| 9 Art and Gift Shop | 19 Garden Supplies | 29 Department Store | 39 Tract Office | 49 Barber Shop |
| 10 Hemstitching | 20 Restaurant | 30 Market | 40 Men's Clothing | 50 Market |

THE REGIONAL PLANNING COMMISSION

CHARLES H. DODDS, DIRECTOR
WM. J. FOX, CHIEF ENGINEER

COUNTY OF LOS ANGELES

SUBDIVISION SECTION
J.A. MELLER, ENGINEER

SCALE IN FEET



DECEMBER 1929

A Community Plaza in the Long Beach-Redondo Area, Los Angeles Region
Courtesy The Regional Planning Commission, County of Los Angeles

too advanced or too fixed for further contribution through a county plan. While held closely within this scope of projects, the plan very largely disregarded questions of present or ultimate jurisdiction. Effort was made to evolve a framework for county improvement and expansion without strict concern as to whether the projects included therein were ultimately to fall to the responsibility of the state, of the county, or of individual municipalities. Care was taken, however, to avoid attempt to solve the local problems of municipalities.

The plan report was printed and given general distribution in the fall of 1931. Formal plan presentation was made the occasion of a large public meeting, with the late Senator Dwight Morrow as the principal speaker. Since the completion of the first stage of its work, as represented by the comprehensive plan, the Commission has continued its studies toward furtherance and refinement of the plan and has retained its consultant to assist with these activities. Among its later efforts has been the preparation of a tentative five-to-ten-year capital improvement program and budget for benefit of the Board of Freeholders in official adoption of such program and budget. Attempt has been made to bring about a better balance in county capital expenditures heretofore largely concentrated on road-building. The program lists projects, with estimated costs, to be carried out annually for the first five years, and grouped projects, with estimated costs, for accomplishment during the subsequent five years.

The New Jersey County Planning Act gives the Planning Commission little authority beyond the preparation of a plan. The Commission's function is purely advisory, and it has no power of plan-protection. It is assigned the important duty of stimulating the coöperation of county municipalities in observance of the plan. For this reason, and in the interests of a more acceptable and better plan, various meetings were held during plan-preparation, with the officials of township, borough, and city governments, and with representatives of state departments, for free discussion of plan projects. Such coöperation is sorely needed in Mercer County where most of the population growth is taking place in townships, with their more or less inadequate and somewhat obsolete administrative methods and machinery, and for the further reasons that many of the more

serious of the county's development problems extend through several municipalities, and that all power of protection of plan through subdivision control is vested in municipal government.

As one step toward gaining municipal coöperation, the County Planning Commission has urged each of the thirteen local municipalities to make local plans and to zone and to set up machinery for subdivision regulation under the ample authority of the State Municipal Planning Enabling Act. Preceding and following completion of the county plan, four of the thirteen municipalities have prepared more or less complete plans and six have zoned.

Mercer County has been able to employ its plan very effectively during the past two years of unemployment relief work programs. More than 9 miles of new highway right-of-way, including some of the most important of plan recommendations, have been acquired and graded largely by unemployment labor. Work naturally has been done inefficiently because of the policy of holding to use of hand-labor, but when the haze of this depression clears away Mercer County will have something to show for its emergency expenditures. Such other capital improvements as have been undertaken have been done in accordance with the county plan.

Los Angeles County Regional Highway Report

By CHARLES H. DIGGS, Director, Regional Planning Commission
of Los Angeles County

PROGRESS on the Regional Plan for Los Angeles County is again demonstrated by the second Highway Report which covers the Long Beach-Redondo area. The use of this plan will assure the development of the southern portion of the county in a well-balanced, progressive, and coöordinated way. It was compiled after exhaustive studies were made to ascertain the county's future requirements in the matter of a regional highway system. The first embraced the entire San Gabriel Valley (Section 2-E), including its seventeen incorporated cities. The present report includes an account of the far-reaching studies which have been made to prove the feasibility of the plan. No pains have been spared to make the plan comprehen-

sive in its scope, so that its design gives to the community a stable foundation upon which to build.

No other section of the region is as diversified in use and character as the Long Beach-Redondo area. It comprises 200 square miles, with a population of 267,600 persons. In the central-southern portion is the Los Angeles-Long Beach harbor. Concentrated around this harbor is the heart of the major industrial activity which supports metropolitan Los Angeles. The extreme easterly section is devoted mainly to agricultural use. In the northern-central section is Dominguez Hill, marking the northerly boundary of the major industrial district. The western extremity is bordered by some of California's finest beaches. In the hill section along the coast-line, between the harbor district and the beach cities, lie the beautiful Palos Verdes Estates, forming one of the nation's foremost residential communities.

The Los Angeles River bisects the area and terminates in the Pacific Ocean at the Long Beach harbor. The San Gabriel River borders the section on the east. These two rivers constitute the principal means of drainage for the county. In the summer months their beds are entirely dry. During the rainy season, however, these two rivers carry flood-waters of the major portion of the county to the ocean. About one-third of the area is included within incorporated cities. Forty square miles, or 20 per cent is subdivided into town lots, while 4.6 per cent is used by existing industries, and an additional 16.3 per cent is recommended to be set aside for industrial expansion.

The nine incorporated cities in this section have a total area of 91.64 square miles. They are as follows: Compton, Gardena, Hermosa Beach, Long Beach, Wilmington and San Pedro (part of the City of Los Angeles), Manhattan Beach, Redondo Beach, Signal Hill, and Torrance. There are also ten unincorporated towns, as follows: Artesia, Bellflower, Bixby Knolls, Clearwater, Hynes, Lawndale, Lomita, Los Cerritos, Moneta Acres, and Palos Verdes.

These cities and towns are more or less dependent upon each other for their business and trade, and, consequently, for their future prosperity. This fact is recognized by the business men of the area, and is manifested by the formation of the Harbor District Chambers of Commerce. This fine organization is made

up of representatives of the Chambers of Commerce of each city and the leaders of civic organizations. It has done much to further the prosperous development of these cities through the efforts of its various active committees, to which the organization as a whole has always given full support.

The design of the highway system has not only been studied from the standpoint of its relation to industrial development, service to the recreational areas at the beaches, and as a means of communication between the cities and communities throughout the area, but has also been carefully detailed from the standpoint of the actual properties affected. Each proposed highway has been precisely surveyed in the field, and accurate maps have been prepared to show its alignment, curvature, and relation to property-lines. In these surveys, ties to property-lines are made in such a manner that when property is subdivided, the exact location of any portion of the highway is known to each land-holder. Detailed maps have been prepared by the County Surveyor at a scale of 100 feet to the inch. These maps are used in the execution of the plan.

In the absence of an official plan to guide the development, as occasion demands, of the future highway system, the public would have to rely mainly upon uncertainty and chance. Particularly is this true at election-time, with its almost inevitable change in the personnel of our governmental representatives. These changes have occurred so often that accomplishments have been measured rather by the length of an official's term in office than by the community's paramount needs. It has been unfortunate, but true, that at about the time an official becomes sufficiently familiar with a development problem to be of real service, his term expires. He goes out of office, and with him go the experience and knowledge which could have been crystallized in the form of a physical plan, in order that his successor might carry on. Where there is an official plan, however, adopted as a permanent guide for the development of the community, it lives on—successive administrations add to and perfect it, and their new energies are used effectively in administering it, in accordance with the best interests of the community.

IN THE STATES

STATE PLANNING

Relating New Highways to State Parks

By FREDERICK LAW OLMSTED, Vice-President,
American Civic Association, Brookline, Mass.

THE purpose of a trunk-line scenic highway traversing a region in which State Parks might be appropriately selected would generally be twofold: In large measure its purpose would be to provide for the movement of large numbers of vehicles, both for passengers and freight, between points lying beyond the region traversed and between points along the route within the region, with regard primarily for speed, safety, and economy of transportation; and secondarily, although by no means negligibly, for the physical comfort and esthetic satisfaction of passengers during the time unavoidably consumed by them in traversing the route.

In large measure, also, its purpose would be to provide for enjoyment of the notable scenery characteristic of the region. This would include such enjoyment of scenery along the highway as is effectively obtainable from automobiles moving on it at speeds appropriate for a trunk highway and not interfering with its normal transportation function. It should be borne in mind that certain kinds of scenery are thus enjoyable to a relatively great degree, especially large-scale scenery, with broad and distant views not dependent on upward outlooks at greater angle than can readily be seen from ordinary automobiles, and that certain other kinds of scenery can be enjoyed only to a very small fraction of their potential value. The latter is especially true of scenery within dense forests of lofty trees. It is also important to include, where possible, the enjoyment of scenery which may be obtainable from automobiles by stopping occasionally at the roadside on turnouts clear of the main traffic lanes, with or without dismounting from the vehicle. Such a highway could also make available scenery not immediately contiguous to the highway by providing attractive, convenient, and well-advertised opportunities for turning aside to enjoy notable passages of any kind of scenery, under conditions favorable for the effective enjoyment of each kind, whether from automobiles or otherwise.

Concerning State Parks, their purposes might be expected to include, among other things, the following:

1. As adjuncts to the highway, in performance of such of its functions as were indicated above, a very proper purpose of State Parks would be to control, protect, and maintain important and characteristic passages of scenery along the highway, especially such as are liable to great deterioration under private ownership, so as to maintain in perpetuity along the highway, as far as practicable, those scenic qualities of the region for the enjoyment of which the highway is in part intended, and the presence or absence of which along alternative possible highway routes would be one of the factors in determining the selection of the best route. With this purpose would be included provision for agreeable stopping-places and picnic-spots contributory to the value of the highway for pleasure purposes.

2. A purpose far more essentially peculiar to State Parks as such (in common also with National Parks), a purpose in large measure independent of the factors which necessarily control the location of a highway, would be that of selecting, controlling, protecting, and maintaining the most perfect examples that can be found of inspiring beautiful scenery which might be enjoyed under conditions favorable for the keenest and fullest enjoyment that is consistent with protecting these scenic resources from progressive deterioration.

3. Another rather loose and ill-defined but important group of State Park purposes would include provision for widely differing kinds of what may be called "rural recreation," including, among many others, picnics, camping, fishing, hiking, and various relatively unspecialized activities concerned with a more or less "natural" or unsophisticated rural environment. These may be more or less dependent for their value on being associated with a background of at least tolerably agreeable rural or sylvan scenery of some kind, without being very exacting as to what particular kind of scenery it is, or as to how supremely perfect it is of its kind. These purposes have another common characteristic which they do *not* share with the highway purposes mentioned; namely, that they can best be served in isolation from the highway and its traffic, yet in positions easily accessible from it.

These purposes would seem to point broadly to the conclusion that the highway should, so far as practicable, be located and designed from the engineering standpoint so that large numbers of vehicles can move over it safely, easily, and, in general, at the relatively high speeds normal to trunk highways used for all kinds of commercial and pleasure traffic. From the scenic point of view it is important that those using it shall find the landscape along it generally agreeable and enjoyable, and specifically (so far as this can be obtained without unreasonable sacrifice either of normal highway standards or of irreplaceable park values), as finely representative as possible of the notable types of scenery of the region and under conditions likely to perpetuate the quality of the scenery which thus motivates the highway location. In so far as it cannot (without such sacrifice) be so located as to exhibit to users of the highway the best and most notable examples of the scenery of the region through which it passes, it should at suitable points in its course arrive at places agreeably and strikingly arresting to the attention, especially of those susceptible to the quality of scenery, at which places those who are really willing to diverge from the most rapid route to the destination of the highway for the sake of enjoying greater park values than it is practicable to exhibit in a really satisfactory manner from the highway, will be invited by the most skilful possible means to make such a diversion. These means would include, of course, not merely suitable signs at the spot and in anticipation of arriving at it, but in each case a branching road which is in every visible respect—physically as an alternative road of apparently first-rate road quality and easy to enter, and esthetically because of the suggestion of its scenic environment—strongly inviting to those whom it is desired to attract to it and who are likely to be profited by taking it. These places should be selected as capable of really satisfactory development as ante-parks, not expressing the suggestion of selective exclusion, as by gateways, checking stations, or the like, but offering, as far as possible, a foretaste or suggestion of the very qualities of scenery to be found within by diverging here from the main through route of general traffic. Naturally, where such a park-road lateral is a loop returning to the main highway further along, that would be clearly indicated.

Frequently it will be found that the requirements for good trunk-line highways and for well-chosen and well-managed State Parks make these two functions definitely incompatible with each other on the same land, but in such a case State Parks in the vicinity may be linked to and integrated with the highway, if it is physically possible to do it well, by such ante-parks or superlatively inviting entrances as I have indicated above.

How far into scenery, worthy in itself of being preserved, even a park road especially designed and policed should be carried so as to exhibit such scenery from automobiles is, of course, a special problem in each case. Clearly it is desirable, so far as at all practicable, to give opportunity for people who cannot or will not walk at all to see something of such scenery from automobiles under better conditions than it is at all possible permanently to maintain on and along a trunk-line highway. This is desirable in itself, and it is, perhaps, even more desirable as a means of giving many half-hearted seekers of enjoyment of scenery, who are loath to leave their cars, a further and somewhat better foretaste of what they can get by leaving them and pushing on afoot, if it be ever so little, into more unblemished natural scenery. It is very clear to anyone who has studied the matter that the enjoyment of forests generally obtainable from an automobile, especially from a modern, low-topped, closed car, is an absurdly small fraction of what is otherwise obtainable, and especially on the steeper slopes, the presence of an automobile road, even if much narrower and crookeder than would serve permanently for State Highway purposes, is, with the sight and sound of the cars upon it, a serious impairment of the impressiveness and beauty of a forest. Such roads should, therefore, be kept within the limits of areas frankly devoted, like the protective strips and suggested ante-parks along the main highway, to the double purpose of affording to people who cannot or will not leave their cars at least a very good sample of that imperfect degree of enjoyment of sylvan scenery which is the best that can be done for them, and of tempting them on by degrees toward making the moderate effort necessary to get something very much more inspiring, which is to be had only in the heart of the forest at its best, unpierced by roads.

Plans for State Park Systems

By HERBERT EVISON, Secretary, National Conference on State Parks

MOST persons acquainted even casually with the State-Park movement know that it had its beginnings in the establishment of such isolated parks as the Yosemite (now a part of Yosemite National Park), the Niagara Reservation, and other places of exceptional scenic importance. The idea of establishing State Park systems, to be created not only to preserve areas of highest esthetic quality, but also to provide a fair measure of outdoor recreational opportunity to all the people of the states in which they are situated, began forty years ago, but is a development almost wholly of the past two decades. Corollary to the idea is the undertaking of surveys to provide a foundation on which to build systems which shall be reasonably sound and well balanced.

The earliest state-wide study of which I have any record is that undertaken in Massachusetts about forty years ago. It appears to mark the first definite break from the older method of selection—initiated by pressure from unofficial sources for acquisition of areas of special significance—to the more modern one of selection on a basis of state-wide study. The results of it shortly became apparent in the state's purchase of Mount Greylock and Wachusett Mountain before the turn of the century, several acquisitions by the Trustees of Public Reservations, and other notable acquisitions in the Boston Metropolitan Park System.

In 1908 John Nolen served as consultant to a Wisconsin State Parks Commission that had been assigned the task of investigating the State Park possibilities of that state. His study of the state, by no means as exhaustive as that made twenty years later in California by Frederick Law Olmsted, resembled Mr. Olmsted's in its designation of specific areas and in the formulation of certain selection standards from which any justifiable selection must proceed; and they are excellent standards, in general quite as applicable today as they were then. A notable feature of his report is his reasoned justification for State Parks. Three of the four areas he recommended were acquired by the state, in whole or in part, within four years;

the fourth, the Dells of the Wisconsin, remains in private ownership and has been extensively developed for private resort purposes of just about such character as might be expected.

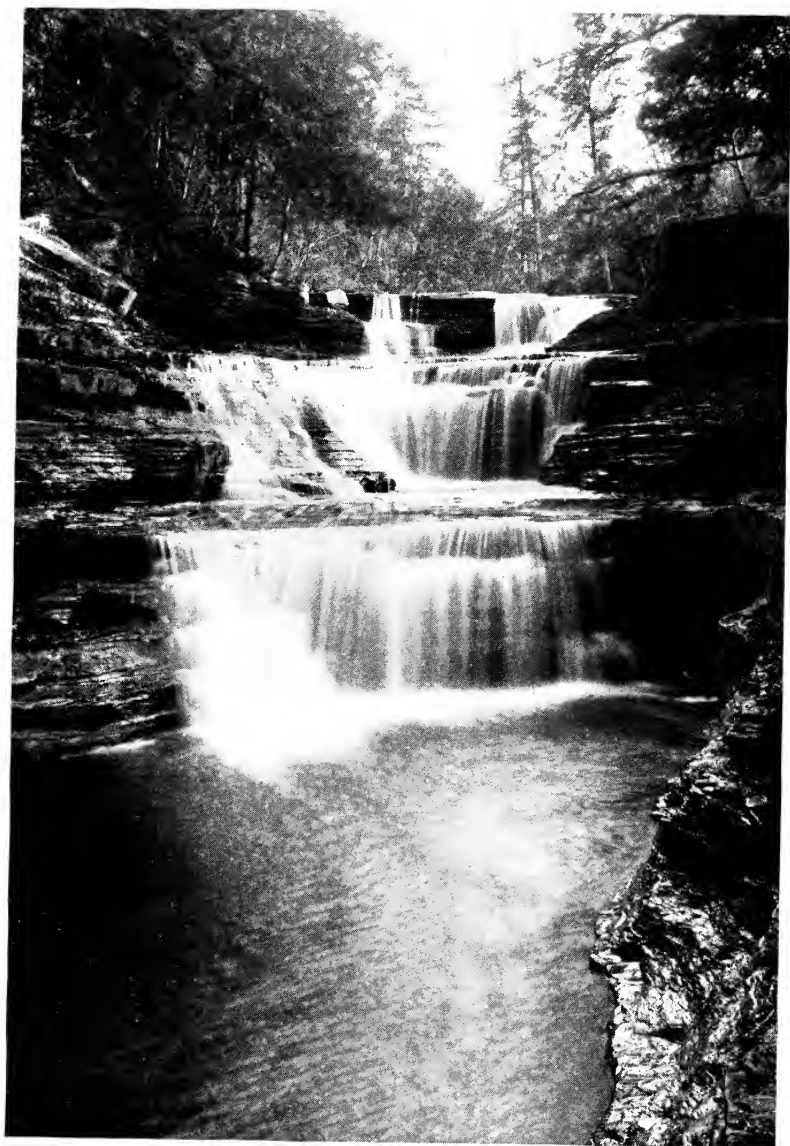
Albert M. Turner, in 1914, made a state-wide study for Connecticut which produced a report that is an historic and valuable document, chiefly for the two features that gave principal value to Mr. Nolen's report—its justification of the establishment of State Parks and its formulation of standards of selection. Mr. Turner cannily omitted mention of any specific areas which he felt the system should include, but then emphasized, as he does today, the value and need of shore-frontage.

New York studies, eight years later, which grew out of an earlier, uncompleted undertaking fathered by George W. Perkins, were the work of a committee of some forty members. They recommended a number of specific additions to the existing park group; also creation of a State Council of Parks to unify the then decidedly disjointed park administration.

The studies made by the State Board of Park Advisors for Illinois in 1930 and accepted as a guide for the Illinois park acquisition program, and the uncompleted survey undertaken in New Jersey last year by a special State Park Commission which the 1932 legislature did not continue, are recent efforts of some interest which, in Illinois at least, are already bearing fruit.

Mr. Olmsted's California survey of 1927 and 1928 developed a new technique of coöperation between volunteer reporting groups and a central technical staff. The report itself is extraordinarily fine in a variety of ways. For one thing, it related State Parks to the recreational activities, facilities, and needs of the people of the state as a whole in an exceptionally illuminating manner; and it established selection criteria that, in my own opinion, come pretty near being the best yet formulated. It has been criticized chiefly for a feature found in some previous survey reports—that is, its designation of specific areas for acquisition. California authorities with whom I have discussed this feature assert that it has not resulted in increased purchase costs to the state.

Harry W. Shepherd, who is Landscape Consultant for the State Park Commission, says that the decline of land-prices has protected the state, but that does not seem to me a good answer. I am inclined to credit other factors. One is that the number of



In Buttermilk Falls State Park, Finger Lakes Region, New York
Courtesy National Conference on State Parks



Indiana Dunes State Park—The Incoming Sea
Courtesy National Conference on State Parks

sites designated has given a considerable field of choice, so that few holders of desirable areas have been in a position to hold up the state. The careful appraisal methods of the Commission, combined with the matching provision of the 1928 State Park bond issue, are both valuable price-controls. The Commission arrives at a fair price and limits its pledge of bond moneys to just half of that price. Since the other half has to come from other sources, public opinion, as exerted by prospective contributors, must have some effect in keeping asking prices down to the values set by the Commission, and thus preventing the necessity of condemnation. Probably the most important factor has been the fairness of the private owners.

It is worth noting that in the Iowa survey, in which State Parks are one of numerous types of public land ownership under consideration, the published report will not mention any areas not already owned by the state. This undertaking is undoubtedly the most thoroughgoing yet launched; it is availing itself of a larger volume of volunteer assistance than any other; and, particularly in the field of joint use and articulated use, should prove immensely valuable.

Iowa conservationists seem to feel that, even if it were to come to an end today, the information the survey has already revealed and coördinated would be ample warrant for expending the \$25,000 appropriated for it. That it will profoundly affect the direction of the state's conservation undertakings, it seems to me, there can be no doubt.

The studies being undertaken by the Greater Pennsylvania Council are too near their beginnings to warrant any attempt at evaluation, but it certainly may be said that the Keystone State vastly needs something to focus public attention on State Parks. So does Ohio, with three separate agencies administering State Parks, and no comprehensive plan; but the Commission established last year, though under the able chairmanship of W. A. Stinchcomb of the Cleveland Metropolitan Parks, was given no funds with which to work.

State Park surveys, or conservation surveys, as examples of large-scale planning, are thoroughly justified when they establish soundly based objectives and an orderly program for their accomplishment.

Preparation of the Iowa Conservation Plan

By JACOB L. CRANE, JR., Planning Consultant, Chicago

Adapted from Paper for National Conference on State Parks, Virginia Beach, May 4, 1932

MANY agencies and groups working together, with the support of Governor Turner and his administration and the legislature, succeeded in establishing authorization for the preparation of a comprehensive long-term conservation plan. The Joint Resolution reads, in part:

"To provide within two years from date of contract . . . a definite and well-ordered 25-year budgeted program looking to the acquisition of waste lands, streams, marsh and lake borders, scenic areas for State Parks, and the improvement thereof; the construction and establishment of fish-hatcheries, game-preserves, bird-refuges and sanctuaries, scenic highways, and such other recreational activities as may be incident thereto, toward which the various funds available for conservation in Iowa during said twenty-five (25)-year period may be concentrated and spent in an orderly and scientific development of the natural resources, recreational areas and park systems of the whole state."

A fund of \$25,000 was made available for the work and the writer was engaged as consultant to direct the conduct of the surveys and the preparation of the plan and program. An office has been set up in the State Capitol Building in Des Moines where all of the work centers, and where George Wheeler Olcott is in direct charge. The members of the Board of Conservation staff and the Fish and Game Commission staff, and of other state departments have been drawn into the work. The state college, state historical and scientific agencies, county farm agents and county engineers, and district highway engineers have all been asked to contribute. The sportsmen's organizations, the women's clubs, chambers of commerce, and the American Legion Posts throughout the state are taking a share in the work. From outside Iowa the National Conference on State Parks, other state conservation groups, the U. S. Biological Survey, Forest Service, and Bureau of Fisheries, the American Game Association, the Sporting Arms Ammunition Institute, and the Institutes of Fisheries Research have all aided with time and men. All told, not less than one thousand specific individuals are now engaged on the project.

Outstanding among the conservation problems is the matter of soil-erosion and silting, probably the most serious and the most difficult to treat. The cleansing, restoration, and improvement of the lakes and streams stands second in importance. Iowa originally possessed some five million acres of woodland, of which perhaps one-half, mostly second and third growth, remains; woodland conservation constitutes a particularly difficult problem here. Next in order, State Parks might be named, although it should be emphasized that the Board of Conservation with ridiculously small funds has accomplished wonders, and there remains mostly the task of enlarging and developing further a number of the parks and of adding only a comparatively few to the system. Hunting and fishing are of major importance, though less difficult to deal with than other elements. The Conservation Plan is also aiming to include scenic and historic points, the sensible control of water-power development, the recovery of public right of access to lakes and streams, and such problems as the channelization of the Mississippi, lake-level and stream-flow control, and scenic highways and riverways.

One tremendously important, but as yet somewhat intangible, land-utilization problem is just now emerging in Iowa. In this state, with the smallest conceivable proportion of waste land, it now appears that hundreds of thousands of acres, and perhaps much more, will sooner or later revert to public ownership for non-payment of taxes. This presents both a problem and an opportunity, and the Conservation Plan is expected to determine a sound policy for many years to come.

In attempting to determine a proper balance between the different forms of recreation, a tabulation has been made of the number of persons engaging in different forms of outdoor recreation with which the state is concerned, and they run something like this: There are in Iowa something like 65,000 "nature fans," people interested in the "passive" forms of enjoyment of natural life; 300,000 persons who fish or hunt; 500,000 who attend State Parks; and 1,500,000 who derive their main outdoor recreation from pleasure driving. The relative importance of the State Park element of the Conservation Plan, and particularly of the enjoyment of landscape while driving, stand out from this tabulation.

A study has been made to determine a rational geographic distribution of State Parks for Iowa, and we are now working on the basis that the State Parks should be spaced about 40 miles apart, giving each one a radial service area of 80 miles, an average length of travel from the served territory of 30 miles, and a maximum length of haul by way of the ordinary section line east-and-west and north-and-south roads of 65 miles. We have found that the great bulk of the visitors to the State Parks come from the county in which a State Park is located and from those counties immediately surrounding. While many Iowa families travel as much as 200 miles on a Sunday or holiday to and from the more interesting State Parks, the fact remains that most of the visitors prefer to make short trips for a picnic. Since most of the parks are not yet equipped with cabins or other facilities for longer vacations, certain of them will be proposed for cabin and inn locations, but these will be spaced at longer intervals than is planned for the general distribution of all the parks. It is expected that the State Park plan will propose transferring a number of little parks to counties or cities, thereby relieving the Board of Conservation of their maintenance and supervision, and freeing those funds for more appropriate uses. Probably not to exceed five additional major State Parks will be proposed. The Conservation Plan will also propose a series of roadside parks, state beaches, inter-connecting parkways, riverways and parks, and historic and scientific points. Among the interesting historic elements are the Indian mounds—Iowa possessing many of the finest effigy mounds on the continent.

Northwest Iowa is fairly rich in lakes. Elsewhere throughout the state the people crave more useful water areas, particularly during the hot summers. Hence an important division of the Conservation Plan will be the restoration of drained lakes and the creation of a series of new artificial lakes, some of them in State Parks and some in separate units. It is estimated that 50,000 acres of good lakes and marshes have been drained to no advantage for agriculture, and between 20 and 50 of these will be proposed for restoration.

The Conservation Plan must necessarily deal with organization and finance. The main problem of organization revolves around the question of whether the Fish and Game Commission and the Board of Conservation should ultimately

be merged into one State Department of Conservation. The Fish and Game Commission is self-supporting through license fees. The Board of Conservation must now depend upon very meager appropriations from the legislature. As matters stand it is not legal to charge admission to the State Parks, and at this time it appears very difficult indeed to get increased appropriations or any special tax for general state conservation work. The Conservation Plan will set up a definite program for financing the work through a long period of years.

One of the recognized dangers in the preparation of the Plan lies in the fact that if land-owners realize that the state wants to buy their land the price is likely to be boosted. This we propose to avoid, first by dealing entirely through confidential agents entirely outside the central organization, and second by making no public announcement of the specific sites proposed until options at least have been obtained.

Up to this time the value of one coördinated conservation plan dealing with everything from State Parks to stream-pollution, fisheries, and soil-erosion has been largely hypothetical, although self-evident to those able to grasp the whole problem. Now, however, the very definite advantages of going about the work in this fashion are proved. To cite one example: A pattern of distribution for the creation of artificial lakes and for lake restoration in southern Iowa was made on the basis of providing only these elements; a second plan was made for State Parks and woodland reservations. Then these two plans were dovetailed, and it immediately became apparent that neither plan was good without coördination with the other, and when a joint plan had been made the locations for several projects were greatly changed. Whether or not this would be true in other states, in Iowa the coördinated Conservation Plan is certain to save millions in money and to produce results utterly impossible in any other way.

MANY states are clamoring for their "rights." If they meet their responsibilities by adequate state planning, they will lay a sound foundation on which to erect a larger autonomy.

Greater Pennsylvania Council

By JOSEPH TALMAGE WOODRUFF, Chief of Bureau of Planning,
Greater Pennsylvania Council

THE Greater Pennsylvania Council was created upon recommendation of Governor Pinchot by a Legislative Act in June, 1931, and a sum of \$225,000 was provided for its use for the biennium.

The Council, a non-paid body of the highest type of Pennsylvania men and women, is to consist of 150 leaders in all fields of activity. The Executive Committee consists of 11 members, including Ralph D. Hetzel, President of Pennsylvania State College, as Chairman. A Technical Advisory Committee, whose membership may vary according to the needs of the Council, consists at present of 32 men headed by Dr. William A. Hamor, Assistant Director of Mellon Institute, Pittsburgh.

The administrative staff is under the direction of Dr. Charles Reitell, formerly Professor of Accounting at the University of Pittsburgh. The functions of the staff are divided into Office Administration and Bureaus of Planning, Public Information, Statistics, Technical Information, and Economics.

Projects are divided into Agriculture, Industry, General Economics, Recreation, and Public Information. All projects are approved jointly by the Executive Committee and the Technical Advisory Committee before work upon them is begun.

Agriculture. There are five functional committees, one for each project division. The Agricultural Committee, of 17 members, is under the chairmanship of George Slocum, of Milton, Pennsylvania, Director of the Dairymen's League. Agricultural studies will cover Soil Survey, Land Utilization Reconnaissance Survey of Entire State, and Marketing Problems.

Agricultural work is under direct supervision of Dr. F. P. Weaver, at State College, Pennsylvania, with a staff of 10 technicians and 4 Federal representatives.

Industry. The Industrial Committee of 33 members, with Dr. Lewis E. Young, Vice-President of the Pittsburgh Coal Company, as Chairman, has divided its work into:

(1) An industrial survey of the Johnstown and Lehigh Valley areas. This study is assigned to a technician under the direct supervision of Dr. Raymond E. Murphy of Pennsylvania State College.

(2) A study of freight rates on bituminous coal under the direction of Dr. Charles Reitell and staff.

(3) Experimental studies on anthracite combustion, and the beneficiation of Pennsylvania clays at the Mellon Institute.

(4) Studies of slate utilization and Pennsylvania stone, under the direction of Dr. A. W. Gauger, Head, Mineral Industries Research at Pennsylvania State College.

General Economics. The Committee on General Economics, consisting of 21 members, headed by Dr. Clyde King, Secretary of the Department of Revenue of Pennsylvania, has adopted a program of study embracing the following items:

(1) A population analysis of the state.

(2) Technogeographic survey of the Pymatuning area, for which a special subcommittee has been appointed.

(3) A study of occupational trends.

(4) Survey of the water resources of the state.

(5) Problems of communal welfare, embracing low-cost housing for low-income groups.

(6) A study of factors in business recovery.

(7) A study of possible means of securing a greater stabilization of employment.

(8) Industrial stabilization.

Recreation. The Recreational Committee of 26 members, headed by William H. Connell, Chairman *pro tem*, Executive Director of the Regional Planning Federation of the Philadelphia Tri-State District, has divided its efforts into two major classifications:

(1) A comprehensive study of the State Park needs.

(2) A program for promoting the great advantages of the Pennsylvania resort sections and to stimulate tourist trade throughout the state.

The study of State Park needs is being carried on for the Committee by the Planning Bureau of the Council in coöperation with the Department of Forests and Waters, Lewis E. Staley, Secretary, and 35 state departments, the Departments of Agriculture, Forestry, and Commerce of the National Government, and over 80 private organizations. In addition, the members of the Recreation Committee spread over the state have organized local coöperating committees of an advisory nature which have been most valuable in assembling and checking information.

The Department of Forests and Waters likewise has made

available the services of its district foresters, who have co-operated to an extensive degree.

Existing and probable future distribution of population is the basis for the proposed system of State Parks to supply the recreational needs of the people.

The study will divide itself into three sections in order to provide:

(1) A system of State Parks distributed geographically so as to serve with adequate acreage the existing and probable future population.

(2) A study of outstanding historic areas and buildings of sufficient importance to warrant preservation by the state or local governments.

(3) A study of outstanding points of great scenic beauty or natural phenomena that should be preserved by purchase or agreement by state or local governments.

In the course of this study, parallel studies of topography, landscape types, soils, transportation by highway and air, and other related subjects will be conducted.

Accessibility of existing and proposed facilities to population is one of the numerous considerations given.

The relation of existing highway travel to recreation and the possibility of development through control of borderland and design of a new type of highway connecting existing and proposed park areas is another problem receiving intensive study.

Public Information. The Public Information Committee of 19 members is headed by Tom Nokes, Secretary and Manager of the Poster Advertising Company, of Johnstown. Roscoe Fleming, Assistant Director of the Greater Pennsylvania Council, and formerly special editorial writer for the *Pittsburgh Press* serves as administrative head.

This most important Committee is the public-contact medium—through the press, radio, magazines and special publications, school addresses, special map publications, public addresses and other means—for all the activities of the Council.

That the Greater Pennsylvania Council can be of great service to the state is obvious. Its success depends on whether it can maintain its present high standard of membership, technical performance, and freedom from political interference.

ROADSIDE IMPROVEMENT

Roadside Scenery an Economic Asset

By J. HORACE McFARLAND, Chairman Committee on
Roadside Development

IN THESE PAGES it would seem to be redundant either to argue for the consideration of the beauty value of the roadside, or to indulge in further criticism of the many assaults on that beauty. Those who read this Annual want to aid in restoring the views from the highways to the public that pays for these expensive roads. They want to promote that betterment of highway furnishings, whether it be of tree or plant, of motor needs or refreshment stands, which will give the same paying public the utmost advantage—esthetic, patriotic, and financial.

Although urged at the Amherst Country Planning session of the American Civic Association in 1920, and repeatedly since, it is, however, not yet certain that even the civic-minded readers of these pages have fully absorbed two other items in that 1920 program. One was the importance of an orderly attempt to develop along these American arteries of intercourse the fullest showing of the plants and trees of the immediate vicinity, thus providing a country-wide, and immensely varied museum of the natural furnishings of the land.

The other item is being slowly forced to the front by the sadly increasing toll of accidents and fatalities to pedestrians who must use the highways to get from farm to town, from farm to farm. Planned footways can readily be made not only to save life and limb but to add materially to the beauty and the value of the highways that cost so much in cash and now so much in needless human suffering. Who can forget the old country-lane footpath?

That roadside scenery can be an economic asset hardly needs more than a mere statement. But scenery is what one sees, all he sees—not merely the pleasing views. So scenery may become, as repellent ugliness along the roads is increased, an economic liability. It has come to introduce danger, disgust, and invidious comparison with lands that protect the natural and normal beauty we expensively travel to enjoy. Therefore, there is needed a quickening of patriotism that is both pure and practical. If we

"love thy rocks and rills, thy woods and templed hills," of this, our America, we must fight to protect them.

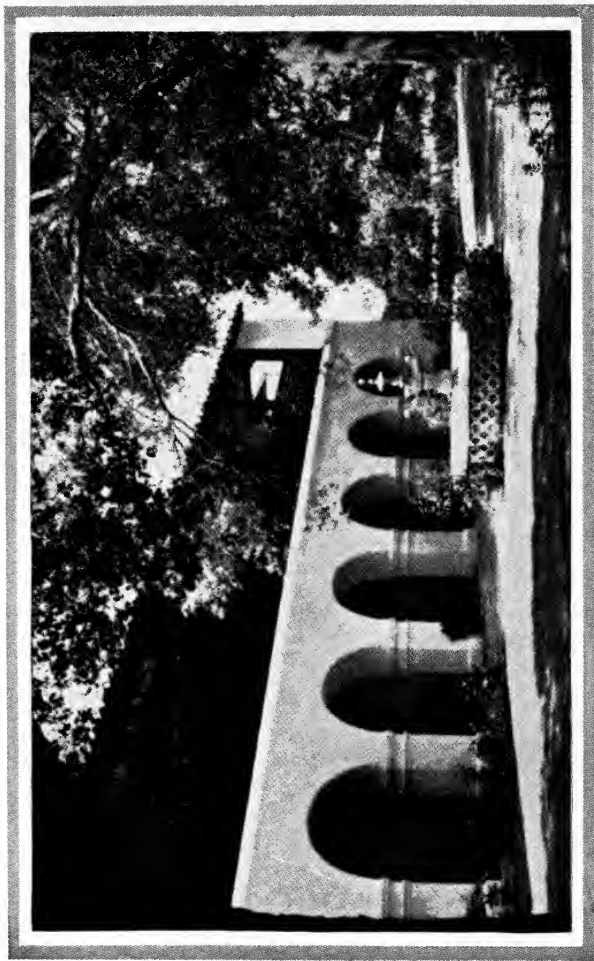
In these troublesome times the economic factors may become disturbing. Some less thoughtful citizens have been willing to sell roadside privileges for apparent tax reductions. The billboard concerns frantically lobby against any regulation or taxation. One such, at a hearing upon a very moderate taxation measure proposed to the Pennsylvania Legislature early in 1932, almost convinced himself that he and all related to his enterprise would starve if three cents a square foot was exacted annually as the price of roadside defacement.

The articles that follow are informative, suggestive, helpful. They give immediate aid to those who will use the 1933 opportunity to promote legislation for the advance of roadside development and protection. Very definitely, public economic consideration is closing in upon the individuals and corporations that have resisted regulation, just taxation, and any interference with their selfish efforts. Particularly must warning be uttered against propositions for roadside "protection" coming directly or indirectly from the aggressors. A most ingenious instance of "Greeks bearing gifts" is mentioned by Mr. Bard.

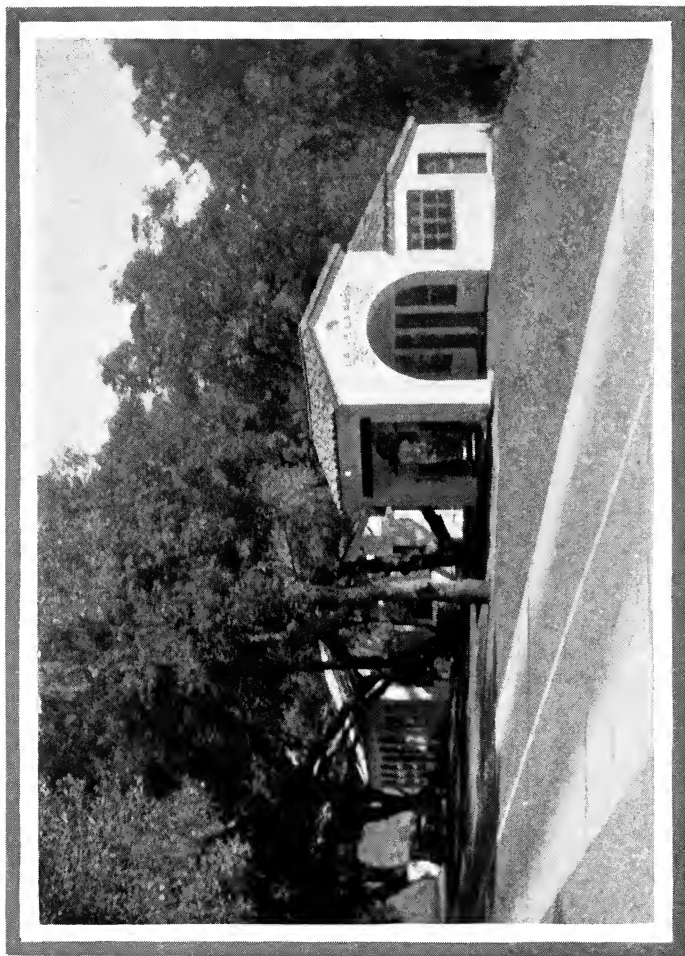
Mrs. Lawton's comprehensive "Check-List" needs to be in the hand and the mind of every one seeking to conserve or improve roadside scenery as a general economic asset. Those who are endeavoring to make it a private economic asset are persistent, ingenious, tireless.

Just as these words are written comes from the Attorney General of the State of New York news of an epochal decision by the highest court of that state. (*Perlmutter Furniture Co. vs. Frederick Stuart Greene, Superintendent Public Works.*) It materially strengthens the cause of roadside protection. In that state the highway authorities proposed to shut out, by "a screen or shield," the view from the approach to the Poughkeepsie bridge, along a curve, of an enormous billboard erected on private property. Restrained by the lower courts from so acting in the public interest, Superintendent of Public Works Greene appealed to the highest court.

Chief Justice Pound reversed the Courts below and freed the highway authorities in a comprehensive opinion. Arguing the right of the Superintendent "to shield the travelers on the high-



A Roadside Inn in the Los Angeles Region Which Delights the Eye
Courtesy The Regional Planning Commission, County of Los Angeles



A Service Station Which Adds Charm to the Highway
Courtesy The Regional Planning Commission, County of Los Angeles

way from obnoxious sights of nuisances or quasi-nuisances," the Court states that this allows as much the erection of "screens to keep the eye of the driver on the road as he erects barriers to keep the car on the road on dangerous curves." Citing the attitude of the Supreme Court of the United States toward the prohibition of billboards "in the interest of safety, morality, health, and decency," Justice Pound boldly takes new high ground in saying that "Beauty may not be queen, but she is not an outcast beyond the pale of protection or respect. She may at least shelter herself under the wing of safety, morality, or decency."

He then states clearly his denial of the contentions of the billboarders that they are entitled to "an open view" from their premises, when that view is urged "so that their signs may compel the eye of the passerby." "The adjacent owner has no title to the highway," recites the Chief Justice in further indicating that "new definitions of highway purposes" may be required, as he asserts that in the immediate case the Superintendent, in screening a billboard which "may divert the attention of the motorist from the road . . . interferes with no property rights, and he should not be interfered with by the Courts. If, incidentally, the appearance of the road is improved by shutting off the view of the billboard, so much the better."

New high ground, taken by a high court!

A notable possible advance has been proposed by Morris Knowles, the well-known civic leader, and a member of the Pennsylvania State Art Commission. It follows but improves upon the idea called "strip zoning" in recent conferences of our Committee on Roadside Improvement. Mr. Knowles would have the state, in some intelligent and not perfunctory way, survey its main highways from the standpoint of protecting the economic values of the mere right-of-way. This might mean the assumption of some form of control effective on the abutting property only to prevent the owner from injuring public values, and in general enhancing his own real values. The survey could take into account what is seen from the highway, planning to control enough width to prevent effectively selfish interferences. It would recognize the need for service to man and motor without permitting that service to uglify the whole roadside.

There is progress. Let us hold it, continue it!

Grist from the Legislatures

By ALBERT S. BARD, Counsel to the National Council
for Protection of Roadside Beauty

IN THE even-numbered years but nine states hold regular legislative sessions, and at greatest the statute grist is small. Only four states seem to call for comment this year, and this because of legislative effort rather than results.

Massachusetts had a bill authorizing the Commissioners of Public Works "to take additional lands, and/or rights in lands, contiguous to the right-of-way, for purposes other than the construction of the traveled way, such as the preservation of the natural beauty on said lands, the making of parking-spaces, and the building of sidewalks," the total width not to exceed 300 feet. It did not progress.

The Massachusetts Billboard cases, reported on by the Master in June, 1931, were sent back to him by the Massachusetts Supreme Court for a further report, on the request of the billboard companies. A supplemental report is expected.

In New Jersey, another determined effort was made by the outdoor advertising industry to repeal the license and tax law of 1930. The repeal was passed in the Assembly but lost in the Senate. Accordingly L.1930, Chap. 41, still stands.

In New York, a new committee, the New York State Committee for Billboard Legislation, Pierrepont E. Twitchell, Chairman, 225 West 34th Street, New York City, was formed to take up the fight for legislation. It lists about 70 groups among its coöperating organizations, among them the Chamber of Commerce of the State of New York, the Long Island Chamber of Commerce, various other local chambers of commerce, the New York Hotel Men's Association, the State Grange, the State Association of Real Estate Boards, the National Council for Protection of Roadside Beauty, many garden clubs, etc. It adopted as its objective the passage of the Zimmerman Bill, a bill for state regulation of billboards outside of incorporated villages and cities only, approved by the State Council of Parks, the State Commissioner of Conservation, and the State Superintendent of Public Works.* The

*See reference to recent epoch-making decision of the New York Court of Appeals, cited in Dr. McFarland's "Roadside Scenery an Economic Asset."

bill, which provided for a license tax upon the business of outdoor advertising, for permits and permit fees (per square foot) for individual boards, and for moderate set-backs and vision clearances, received a more respectful hearing from the Assembly Judiciary Committee than previous bills, but could not muster a majority of that Committee.

In the Senate the Committee on Taxation and Retrenchment introduced the Mastick Bill, laying a tax on all outdoor advertising in the state, including that within the cities and incorporated villages, the tax increasing as the boards became larger, and running from 3 to 9 cents per square foot. Senator Mastick, on request, added to his tax bill certain regulatory features from the Zimmerman Bill and a prohibition of rural signs with moving parts and of signs in series (intended to hold attention from one board to another), but was unable to obtain favorable action upon his bill. Several other bills were formally introduced but received no attention.

Senator Brereton did not reintroduce his bill, proposed in 1930, to adopt in New York the Massachusetts constitutional amendment of 1918 permitting the regulation of advertising "within public view." The amendment cannot now be submitted without a fresh start.

Affirmative regulation in New York thus failed. On the other hand, Assemblyman Reoux's bill, intended to break down the existing restrictions on billboards in the Adirondack and Catskill regions, was vetoed by Governor Franklin D. Roosevelt with the comment, "This type of bill deserves not only disapproval but severe censure."

Senator Thomas C. Desmond's bill to amend the General Municipal Law became law (L.1932, Chap. 137). It empowers counties in New York to create county planning boards, and, by joint action of counties, regional planning boards. Municipalities within the counties may come in or stay out as they please. The scheme is thus elastic and may reflect the local sentiment toward planning. A master plan when adopted is binding until changed. The planning board is also charged with the duty of collecting and distributing information, the hope being that this will help the popular movement for planned development. Like the zoning acts (cities, villages, and towns in New York are now all given zoning powers); statutory

authority to plan opens the door to roadside improvement if the powers are exercised.

In Virginia no actual legislation resulted from the gallant efforts of the new Council for Protection of Roadside Beauty in Virginia, Mrs. Janet Stuart Durham (Richmond), Chairman, and of the Society for the Restriction of Outdoor Advertising in Virginia, Judge A. C. Carson (Riverton), President. Although favored by Major H. G. Shirley, Commissioner of Highways, and by Chairman William E. Carson of the State Commission on Conservation and Development, a House bill containing very moderate set-back provisions and proposing a small tax, at first 2 cents a square foot and then reduced to \$1 for large boards and 50 cents for small ones, was defeated, largely through personal friendship for a fellow legislator engaged in the billboard business, 24 members refraining from voting. The measure received little encouragement in the Senate. Nevertheless, obstruction to abatement of the nuisance is diminishing, and now that Virginia has followed North Carolina in taking over all highway construction and maintenance within the state, the influence of state highway and conservation officials upon the development and protection of the highway system is likely to increase.

The United States Bureau of Public Roads, Washington, D. C., continued its compilation of the statutes of the various states dealing with the regulation of outdoor advertising. The latest of their highly useful compilations by Robert D. Lyons of the Bureau (with a brief supplement for Georgia) brought the laws down to December 1, 1931.

Small as were the direct results of the efforts for restrictive and protective legislation, the year marks distinct advances. Restrictive local ordinances, frequently in connection with zoning, increased. Administrative improvements affecting the safety and appearance of the highways were many. Roadside planting engages more and more attention and emphasizes the correct use of indigenous trees, shrubs, and flowers. Here and there the junk-yard yields. Illegal signs come down. Wider highways, with wider margins for landscaping, are demanded. Political posters are here and there taboo. The United States Supreme Court repeats its declaration that outdoor advertising is in a class by itself and may be legislated against as such

(*Packer Corporation v. Utah*, 285 U. S. 105). The court puts advertising that cannot be avoided by the public, like billboards, in a different class from newspaper and magazine advertising which requires some volition on the part of the reader, and from the radio which "can be turned off, but not so the billboard or street-car placard."

Presumably, the coming year will see considerable legislative activity. The odd-numbered years are those in which most of the biennial states hold their legislative sessions, and the growing tendency to tax and restrict the billboards brings more and more legislation to the fore. Moreover, in the effort to stem this tide, the billboard industry itself has been for some years drafting legislative proposals against the day when the demand for *some* legislation becomes effective. Its bills, it may be safely predicted, will have a double purpose. They will be red herrings drawn across the trail of more deserving legislation, and, if adopted, will strengthen, rather than weaken, the industry's position. Heretofore the industry's proposals have been uncandid and illusory, so far as the public interest is concerned. Proclaiming an interest in the beauty of the American countryside, the proposals have been cleverly framed to deny in practice what the industry professed to accept in theory. Such proposals have taken several forms, but the more they have changed the more they have remained the same thing—dangerously plausible plans for sidetracking any truly effective legislation. In various guises their essence has been an effort to accomplish several things:

(1) So far as taxation becomes inevitable, it shall take the form of license fees for engaging in the outdoor advertising business. These fees shall not be proportionate to the business done nor a tax per square foot of boards, but shall be substantial fees of a fixed amount to be laid upon all who engage in the business, whether they have few boards or many. Obviously, such fees bear hardly upon the small business and lightly upon the large. From the organized industry's point of view the ideal fee would be one that drives from business all small concerns and all local billboards, leaving the whole business a monopoly in the hands of the large, organized companies.

(2) A limitation of restrictive provisions to "scenic" areas, leaving the great stretches of ordinary rural mileage open to unlimited commercialization by the billboard companies. By including in their proposed regulations only special and exceptional areas, usually the wildest and least-frequented spots, and fighting, tooth and nail, all

regulation of billboards in the quietly lovely countryside or along the ordinary highways lying between centers of population, the industry hopes to reserve for its own exploitation (and protect that exploitation by legislation) the more remunerative sites and the vast mileage of frequented road, thus acquiring in fact both quantity and quality of business locations, while professing a respect for the beauty of America and seeking to cultivate a vanishing good-will toward its business.

(3) In its latest plan the industry brings forward a scheme which would lay a restraining hand upon the billboard industry only when boards are erected on lands where legal titles or easements have been publicly acquired. As described by George W. Kleiser, President of the Outdoor Advertising Association of America, the scheme would practically limit restrictive provisions to the areas included in public parks and reservations. His theory seems to be that rural areas fall into one of two classes: (1) Areas of scenic beauty, which are to be owned by the public; and (2) all other areas, which are to be open to commercialization.

The legislatures of 1933 are likely to hear more of the above "Tentative Plan" put forward by the organized billboard industry.

Two recent New York decisions, both rendered by the Court of Appeals on July 19, 1932, may conceivably help legislation, because they administer two more cuts to the outdoor advertising men's claim that the right to shout at people in the street or highway with a sign or billboard is one of the sacred constitutional attributes of the ownership of land.

In *Perlmutter v. Green* the state superintendent of public works is upheld in his erection on state land of a lattice screen intended to blanket a billboard erected near the approach to the Mid-Hudson Bridge at Poughkeepsie. The court calls billboards "quasi-nuisances," and says also that the planting of trees in front of them would be perfectly legal.

In *Matter of Dr. Bloom Dentist, Inc.*, the same court on the same day upheld the refusal of a city clerk to license a sign in a case where the sign was to be so large but the "Inc." so small that the corporate character of the concern might be overlooked. The court held that the police power of the state extends to the regulation of professional signs and that, in the exercise of that power, the state regents may be empowered to prescribe canons "in the interest of rescuing that profession (the dental) from vulgar commercialism. Prohibition against the use of flamboyant signs by members of a profession cannot be said to be unreasonable." Is the standard implied in the phrases "vulgar commercialism" and "flamboyant signs" anything but an "esthetic" concept?

Check-List of Items to Be Included in Rural Billboard Legislation

By ELIZABETH B. LAWTON, Chairman, and ALBERT S. BARD, Counsel,
National Council for Protection of Roadside Beauty

THE following is offered by the National Council for Protection of Roadside Beauty, as a check-list of the principal items which it considers desirable to include in legislation to regulate outdoor advertising outside the corporate limits of cities, incorporated villages and similar incorporated municipalities. Occasional citations are included of states where these or somewhat similar provisions obtain.

DEFINITIONS AND SCOPE.

1. Define the signs included in the regulations broadly, so as to cover all forms of outdoor advertising, including tack signs, sculptured signs, wall signs, etc. "Every billboard, sign or advertising device" (Mass.). "Each outdoor advertising structure, device or display" (Conn.). It should also be made clear that the regulations apply to blank boards and to frames from which the face has been removed. In Connecticut the law applies so long as the "advertisement or sign or any part thereof shall remain visible." See also Paragraph 18 below as to large size business signs.

2. The definition should make it clear that the scheme does not apply to signs within corporate limits, the theory being that municipal zoning or other regulations will govern them. In a state where there are no "incorporated" areas, as in Massachusetts, where the entire state is subdivided into towns and every town is "incorporated," the phrase "corporate limits" does not apply, and a different formula would be necessary.

LICENSE, TAX AND TAG.

3. Provide that after a given date no person, firm, or corporation shall engage or continue in the business of outdoor advertising through rentals or other compensation received or to be received (this means the ordinary billboard concern or "plant-owner") unless licensed. Annual application for license. (Conn., Md., Mass., N. J.)

4. The license fee to be paid by each corporation, firm, or individual engaging in the business (an annual excise tax upon the business) should be substantial, at least \$200 a year, more in a state with many boards. (Conn., \$100; Md., \$50 to \$200; Mass., \$50; N. J., \$100; eight other states various lesser amounts.)

5. Require also a separate permit for every sign erected, maintained, or used (except as exempted below). Require annual applications for permits, the application to be accompanied by an application fee of \$2 for each sign (Mass.). This fee not to be returned in case of refusal.

This will make the applicant think twice before making undesirable and improper applications. No permits to be granted unless the signs comply with the regulations. In addition, allow the authority which grants permits to refuse a permit in any case where in its opinion the sign will tend to damage the public safety, health or general welfare including the amenity of the location or property values in the neighborhood (Mass., N. J.). This last provision may cover some special cases needing special consideration.

6. Impose on each sign (except as exempted below) an additional square foot inspection fee or tax—not less than 3 cts. a square foot, preferably 5 cts., with a minimum fee of \$2 (Mass.). This also to be annual. This fee to be returned if the application is denied. (Together these fees make a minimum fee of \$4, which is the Massachusetts minimum rate. Conn., \$3 to \$9 per sign; Md., $\frac{1}{2}$ ct. per square foot, minimum \$1; N. J., 3 cts. per square foot.)

7. Every sign to be tagged with identifying number of permit and date. To be annually renewed. (Md., Mass., N. J.)

8. Permits revocable at any time on re-payment of a proportional part of the annual inspection fee.

9. Licensees incorporated or having a principal office outside the state to be required to give a bond for faithful observance of law and regulations. (Conn., N. J., Vt.)

RESTRICTIONS AND SET-BACKS.

10. No signs to be erected or maintained within 500 feet of any highway intersection, crossroad, grade crossing (railroad, transit line or highway), underpass, overpass, bridge or tunnel. This restriction should be definite and not limited by any qualifying clause such as "if sign obstructs clear vision." The distraction of signs should be eliminated as well as vision obstruction. These restrictions should clearly include signs on private property, except the classes hereinafter exempted (Mass. prescribes a safety zone of 150 feet from all intersections; Mich., 500 feet from all intersections; N. M., 500 feet from railroad intersections and 300 feet from highway intersections. Thirteen other states have safety zones of various kinds.)

11. No signs within 500 feet of any point on either side of any curve which has a radius of less than 1,050 feet. This restriction likewise should be absolute, without qualification. (The American Association of State Highway Officials recommends a set-back of 500 feet from all highways, straight or curved.)

12. Additional set-backs (these to apply clearly to all signs, including those on private property, except the classes hereinafter exempted): No signs within 50 feet of the outside boundary of a public highway. (Conn., 15 feet; Mass., 50 feet; recommendation of the American Association of State Highway Officials, 500 feet.)

No sign higher or longer than 8 feet or having an area in excess of 32 square feet to be within 100 feet of the outside boundary of a public highway. (Mass., 32 square feet.)

No sign higher than 12 feet or longer than 25 feet or having an area

in excess of 300 square feet to be within 300 feet of the outside boundary of a public highway (Mass.).

13. No signs to be erected or maintained having an area in excess of 600 square feet (Mass.).

14. No signs to be erected or maintained having any parts in motion. No signs with blinking or intermittent lights, outside of corporate limits.

15. No signs to be erected in series less than 1,500 feet apart. (Mass. refuses to license Burma Shave signs, or any other boards attempting to hold the attention from one board to another, as being especially distracting, and therefore extra-hazardous.)

16. No signs to be erected which simulate directional, warning, or other official signs, or which are likely to be confused with official signs. (Many states.)

PROTECTION FOR PUBLIC PARKS, PLAYGROUNDS, RESERVATIONS, ETC.

17. No signs within 500 (preferably 1,000) feet of any public park, parkway, playground, or other reservation, or any cemetery, public or private. (Conn., 100 feet of public parks, State Forests, playgrounds, and cemeteries; Indiana, 500 feet of parks, parkways, etc.; Mass., 300 feet of public parks and reservations; S. D., 300 feet of cemeteries; Vt., 50 feet of public parks, playgrounds, and cemeteries.)

SIGNS EXEMPT FROM THESE REGULATIONS.

18. Business signs of business conducted on the premises, provided, however, that if they exceed 32 square feet in area, they must apply for permits and pay fees the same as advertising signs. The time is coming when the signs on roadside stands must be subjected to regulation in connection with regulation of the stands, and this limited control of large business signs seems appropriate to the present scheme. (Many municipal ordinances regulate private business signs.)

19. "For sale" and "to let" signs on the property provided, however, that if they exceed 16 square feet in area, they must apply for permits and pay fees the same as advertising signs.

20. Official signs—danger or precautionary signs, directional signs, and other official public notices.

21. Small local signs maintained at public expense for the benefit of local activities, not over 6 square feet in area.

22. Signs not visible from any railroad, highway, or other public place.

ADMINISTRATION.

23. Provision for administration of the statute. Who is to license, issue permits, collect taxes and fees, determine questions where discretion is to be exercised, require obedience to the law, etc? A state agency is preferable if not essential. Obviously, the state highway authorities are usually best qualified for administration. Motor-vehicle, conservation, park and state police authorities are other natural departments or bureaus to be considered if administration is to extend outside

the highway department. (Conn., State Police; Md., State Road Commission; Mass., State Division of Highways; N. J., State Tax Commission.)

MISCELLANEOUS.

24. Existing non-conforming signs may be allowed a period of grace.

25. Provide for removal of illegal and obsolete boards and signs.

26. Provide a rule or rules for the measurement of signs. A rectangle taking in all parts of structure is the best rule. For small boards not over 5 feet high the face of the board only may be measured. If more than one side of a structure is used for display, the computation of the area should be increased accordingly. Displays sculptured or in the round should be treated as using three sides.

27. Give to administrative authority the right to make additional restrictions after a limited period. The restrictions in the act to be minima.

28. Provide for disposition of taxes and fees. Constitutional provisions may require statement of purpose of use, "for revenue" or a more specific statement.

29. Make appropriation for support of system. Initial operation before system becomes self-supporting will require appropriation. A state operating on a strict budget system may prefer to have all fees paid into the treasury, and to make direct appropriation for support of the system, rather than to allow the administration to deduct its expenses from the fees and pay only the remainder into the state treasury.

30. Include a provision which will harmonize these restrictions, etc., with restrictions and regulations contained in other laws, and with the exercise of authority by state, county, regional and other zoning authorities, etc.

31. Prescribe penalties for violation. The person, firm, or corporation whose goods or services are advertised (that "uses" an advertising sign) should be made equally responsible with the plant-owner for compliance with all regulations, and also *prima facie* liable to penalty, subject to rebuttal by affirmative proof. (Md., N. J.)

32. Clause for liberal construction of act to effect its purposes and for effective operation of remainder of act in case any part is declared to be invalid.

33. Date when act is to take effect.

Resentment against billboards on rural highways is a highly justifiable emotion, but unless it is followed by a united effort to secure adequate restraining legislation, the evil will continue to blight the countryside until advertisers learn that rural billboards alienate much desirable patronage.

Roadsides Provide Environment for Homes

By JOSEPHINE P. MORGAN, Chairman,
Committee on Landscape Planning and Planting, President's Conference
on Home Building and Home Ownership

A HOUSE does not stand by itself alone. It is a part of a community and linked with other communities by highways. The family finds the street upon which it lives even more important, sometimes, than the house in which it lives. The value of pleasant home-grounds is destroyed in large part if the family must approach the home by way of ill-kept streets lined with unsightly buildings.

In the President's Conference on Home Building and Home Ownership we found our Committee on Landscape Planning and Planting agreed upon the importance of well-designed highways, rural and urban, and the need for parkways, foot-paths, and trails. When we considered the number of ways in which streets may be, and often are, *uglified*, we saw why so many home-owners are becoming discontented with the routes over which they must pass to reach their homes.

"In unzoned towns there may be overhead or other ugly signs which announce a business conducted in a residence neighborhood; there may be vaults permitted under the sidewalks in row-house, apartment, and commercial districts which prevent the planting and the proper care of trees. There may be water-plugs, police-, fire-, and post-boxes, lighting fixtures, telephone-poles, and overhead wire-connections which, if improperly designed and placed, detract from the pleasant appearance which a residence street should offer as an approach to a home."

There was not a dissenting voice in the resentment against billboard and sign excesses. We all thought that home-owners who invest their money in a community in order to give to their families what we are pleased to call an American environment deserved to be protected from billboards, signs, and other unsightly structures within public view of the streets and highways. We suggested promising remedies:

(1) "Adequate regulations of signs and billboards; (2) abolition of private vaults under the sidewalks; (3) zoning laws which prohibit billboards and business structures in residence districts, which regulate signs in commercial districts, and, as rapidly as public opinion can be led to support the regulation, prohibit billboards in commercial districts;

(4) private restrictions in subdivisions intended to harmonize architecture and landscape treatment; and (5) adequate appropriations and supervision for street trees and parking-spaces. One of the best methods for displacing disfiguring billboards and other structures on private property is the planting by the city of street trees, grass-strips, and shrubbery which screen the advertisements from public view and make them appear out of place by contrast with their surroundings. Something may be accomplished in the appearance of filling stations through architectural contests. Widely advertised zoning laws which limit the signs to one on each place of business make a real contribution. Where architectural control through subdivision ownership or by reason of laws protecting near-by public buildings and grounds has been tried, the appearance of all business structures has been improved. As the business value of architectural control of private buildings is more fully realized, new methods will probably be developed to protect home-owners from the worst excesses in commercial as well as residential structures."

The Committee recommended a legislative program of far-reaching effect which, if carried out, would give American home-owners an environment of roadside development worthy of their homes, and one which would stimulate new and better living standards in this country. The Committee recommended:

"1. That congressional action be secured requiring along all Federal or Federal-aid roads on which pedestrian travel is common a permanent sidewalk, on one or both sides, or a pedestrian trail that may fit the ground, with a graded, drained, and surfaced walk not less than 2 feet wide that shall be kept open for all-year use, with notices requiring that these paths be used instead of the highways.

"2. That congressional action be secured requiring that all appropriate areas on Federal or Federal-aid roads that are not required for road-walk, equestrian, or bicycle surfaces, or for drainage or wires, shall be used for turf, planting, seats, shelters, and other esthetic or recreational purposes.

"3. That in all Federal appropriations for such roads there shall be set aside a suitable sum, not over one-tenth of the original amount, to be used for developing and planting of areas not required for traveled ways, drainage, wires, and so forth; this part of the total amount to be expended by persons whose landscape and planting training, knowledge, and experience fit them for such service, acting in coöperation with the engineers who are responsible for other phases of the work, and in coöperation with civic organizations, park and forest commissions.

"4. That like action be secured in state legislatures with reference to state, county, and township roadways.

"5. That from one-fifth to one-tenth of any annual appropriation for highway maintenance be definitely set aside for the annual main-

tenance of the areas not required for traveled ways, wires, and drainage; this expenditure to be also under the direction of the competent landscape architect.

"6. That highway authorities be given jurisdiction over offences to the health and to the eyes within a stated distance from the roadways, such as billboards, public dumps, and objectionable roadside stands and tourist-camps.

"7. That a model enabling act be provided for the acquisition and the holding, as public lands, of tracts of various size which are deemed worthy of preservation for the future enjoyment of the public on account of unusual landscape features."

Observations from Two Recent Roadside Surveys, Georgia and Illinois

By ELIZABETH B. LAWTON, Chairman, National Council
for Protection of Roadside Beauty

NO state highway department today is wholly ignorant of the increasing demand for public parkways for pleasure and recreation. Even states which are still in the throes of intensive road-building are already planning for the roadsides.

Both Georgia and Illinois are good illustrations of the first activities which a state undertakes when it becomes interested in this subject. The sodding of the shoulders is the first symptom. Illinois and Georgia are already maintaining green shoulders along their main highways, adding greatly to the attractiveness of the roads. The rapid adoption of shoulder planting is largely due to the fact that such planting is a matter of economy and has been repeatedly proved to reduce the cost of maintenance at least 50 per cent.

Coöperation with civic groups, the state agreeing to plant and maintain any material supplied by such groups, is usually the next step. Both Georgia and Illinois offer such coöperation, and many garden clubs and other groups are availing themselves of the assistance offered, especially in the southern state. This activity of the civic groups usually expresses itself in trees and shrubs along town approaches or on memorial highways.

There is a good deal of dissatisfaction and discouragement attached to these early plantings, largely because of the need of education of the rank and file in the highway department. The promised maintenance is too often a failure. Trees die for

lack of water and shrubs are uprooted. While the head of the department is interested and sympathetic, the district engineers and maintenance men are still of the opinion that their job is the road-bed, and that they have nothing to do with these fussy and impractical ideas of the women as to the roadsides. It must be confessed that oftentimes the club women are impractical. They do not understand the engineer's point of view any more than he understands theirs. A landscape engineer in the highway department who comprehends the needs of both construction and beautification is the only real solution.

The highway department could, however, do much to overcome this difficulty, felt in every state, by a systematic education of its men. It would be a simple matter for one of the officials to call together the department employees in each district and present to them the facts and illustrations of what is already being accomplished in other states. Men who have built road-beds for many years may be deaf to the notions of women, but are readily impressed by the actual work of other state highway departments. The Georgia Highway Department, as a step in this direction, has sent out 300 of the illustrated Georgia Roadside Survey to the highway commissioners throughout the state.

The third step usually taken by the state as it becomes roadside conscious (but not yet taken in either Georgia or Illinois to any extent) is the planting of cuts and fills. Like the shoulder planting, this means economy in the end and is therefore bound to become popular. It is also fundamental to highway beauty, for no amount of trees and shrubs will make a roadside beautiful so long as the shoulders and slopes are raw and ugly.

Georgia and Illinois should stress slope-planting. The garden clubs might provide native vines and flowering shrubs to cover the cuts and fills and persuade the department to plant them. The highway department will soon be convinced that roadside planting pays. Then the battle is won.

But there are many sections in both Illinois and Georgia where there are practically no cuts and fills and where the need of roadside trees is acute, both for shade and for beauty. Often, too, they are sorely needed to mitigate the ugliness of numerous rows of poles which disfigure the countryside. In both states,



Planting of Azaleas on Savannah's Victory Drive



Sixty-five of These Billboards Are on the Victory Memorial Drive
Roadsides in Georgia

Photos by W. L. Lawton. Courtesy *American Nature Magazine*



Along the Rock River, Illinois, Showing Open Vistas



Approaching the State Capital City, Illinois, Where There Are Twenty Billboards to the Mile for Five Miles

Photos by W. L. Lawton. Courtesy *American Nature Magazine*

civic groups wisely are attempting to plant stretches of highway which will demonstrate the value of roadside trees, increase the public demand for them, and convince the highway department that roadside beautification is a necessary part of their job.

While there are certain roadside problems to be found in every state, there is always in each state some outstanding problem or development. In Illinois the County Forest Preserves form an outstanding feature, and have protected the beauty of many a wooded roadside. Following the State Act of 1916 permitting any county to levy a small tax for forest preserves, five counties have availed themselves of the privilege. The tax is so slight that on a \$4.98 tax in Winnebago County, only 2 cents was for County Preserves. Yet this small tax has saved from destruction many strips of woodland now used for recreation-grounds.

Winnebago County has eleven preserves. Drives have been constructed through the woods and tables and fireplaces provided for picnic use. It is estimated that one million people use these grounds during one season. Cook County, which includes the city of Chicago, has 51 square miles, or 33,000 acres of woods and meadows in its County Preserves, and is proud of the fact that this is nearly one-third of the acreage of all county parks and preserves in the United States. Fifteen million people visit the Cook County Preserves annually.

Georgia, in Glynn County, offers excellent examples of natural and group planting and of the saving of native trees. On St. Simons Island and along the coastal highway through this county, a successful effort has been made during road-construction to save the roadside trees from the axes of the construction gang. Georgia has a wonderful opportunity to save the abundant native trees and shrubs along the hundreds of miles of highway she has yet to widen and pave. It is surely the height of folly to cut down all the fine old trees and two years later coöperate in the planting of new trees on the same locations. Nothing could contribute so much to future planting in Georgia as the immediate establishment of four or five state nurseries, such as Connecticut has, to which would be transplanted the young trees and flowering shrubs which must be removed from the new rights-of-way. After two years' care these would furnish fine material for the finished roadsides.

A study of roadside conditions in any state brings out one fact with startling emphasis—no amount of roadside planting will restore the natural beauty of our highways until we achieve a reasonable degree of roadside control. Every state suffers from "landscape leprosy," the disfigurement of sign-plastered barns, placarded trees, the litter of small boards along the edge of the road and the background of huge billboards just beyond. Illinois and Georgia are no exception.

Complete control of outdoor advertising is a most difficult problem, a problem which will be solved eventually but will require a long time. The day is not far distant, however, when it will be a disgrace to any state to suffer advertising plastered on trees and barns—a disgrace because the means of banishing this ugliness have already been tested. Massachusetts, and, to a lesser degree, Connecticut, Maryland, and New Jersey, have demonstrated that these forms of ugliness can be controlled, not only on the right-of-way but also on private property.

The Georgia Highway Department has made a valiant effort to remove the signs from the trees along the highway, only to see them return as fast as they are taken down. The Georgia law pronounces these signs illegal but provides no penalty, and the Department is helpless. In Maryland a penalty of \$500 is required for each illegal sign, and the advertiser whose product is on the sign is made responsible for it. When tree-signs which have been removed from Maryland's trees return again, the Highway Department notifies the manufacturer that he is liable to a fine of \$500 for each illegal sign, and the trouble is ended.

Any state can get rid of its tree-signs by following Maryland's example. The plastered trees north and south of Atlanta are a disgrace to Georgia, and conditions in Illinois are nearly as bad.

Any state can eliminate its sign-plastered barns by adopting the Massachusetts method. A state permit is required in Massachusetts for each sign, no matter how small, at an annual cost of \$4. As no permit is required for tree- and barn-signs, they become illegal and may be removed.

By adding the regulation that no signs can stand within 50 feet of the right-of-way, Massachusetts has practically eliminated the litter of small boards which usually line our roadsides.

The small sign which must pay \$4 for a permit and then move back 50 feet usually gives up the battle.

When Georgia or Illinois or any other state will adopt these regulations and enforce them, it will cleanse its complexion of the smaller blotches of landscape leprosy. The larger blotches—the huge painted bulletins and poster-boards—will require more drastic treatment.

Massachusetts points the way not only in her regulations but in her method of enforcement. The Massachusetts Sign Patrol, four men with two light trucks, spend their entire time removing illegal signs. They actually scraped the signs from the barns, often giving a second and third scraping before the barn was clean. (Notice the past tense, for Massachusetts has no barn-billboards today.) This method is far superior to that of other states, which, if they attempt to enforce the sign-laws at all, do so through the local maintenance engineer who considers it an extra and unnecessary duty, and who is much too closely related to the local advertiser and local billboard man to be independent.

Illinois offers striking illustration of the need of roadside control on our costly by-passes. Designed to carry heavy traffic with speed and safety, these by-passes avoid the congestion of city streets only to see roadside business of all sorts crowd in along the new route, particularly at the busiest intersections.

On Route 42A from Evanston to the Wisconsin line, by-passing the towns on the lake shore, there are 14 such intersections leading to the towns. From 500 to 1,000 feet on either side many of these intersections are crowded with filling stations, fruit, vegetable and poultry markets (largely produce from the city), soft-drink booths, restaurants, "hot-dog" stands, and amusement places. Each place bristles with signs, forming a conglomerate distraction to the eye of the driver and a constant invitation to slow down and cut in and out of traffic. Free flow of travel and speed are seriously affected, and the safety of the by-pass largely destroyed—not for the convenience of the motoring public but solely for private profit.

Why do we spend millions to provide speed and safety, then fail utterly to protect the investment? It is not for beauty alone that the state must secure reasonable control of the use of the roadsides, but also for safety.

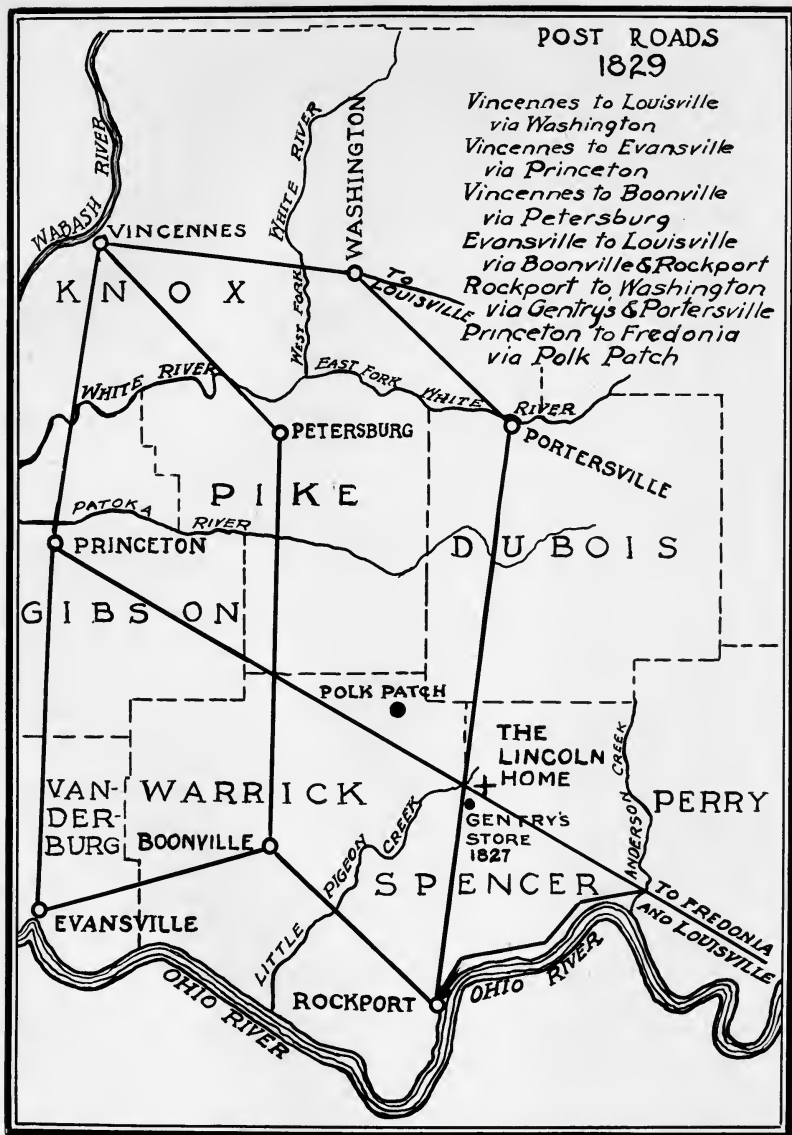
Georgia is one of the few states experimenting in county zoning. The one county of Glynn, through the influence of Harvey Coffin and the St. Simons Island development, has thus protected its roadside planting. Billboards have been practically excluded from St. Simons Island. While the zoning ordinance permits them in business districts, the public has recognized that beauty on the Island means more than billboards.

If Chatham County had established similar zoning she would have today two of the most beautiful boulevards in the country. The "million-dollar" Tybee Road, running 14 miles from the Wilmington River to Tybee Island, has been beautifully planted at county expense with palms, oleanders, and oaks. Through the marshes the road is free from disfigurement, but wherever it touches higher ground and the width permits, the billboards appear, 45 of them (17 "organized" poster-panels and bulletins) on the first 4 miles.

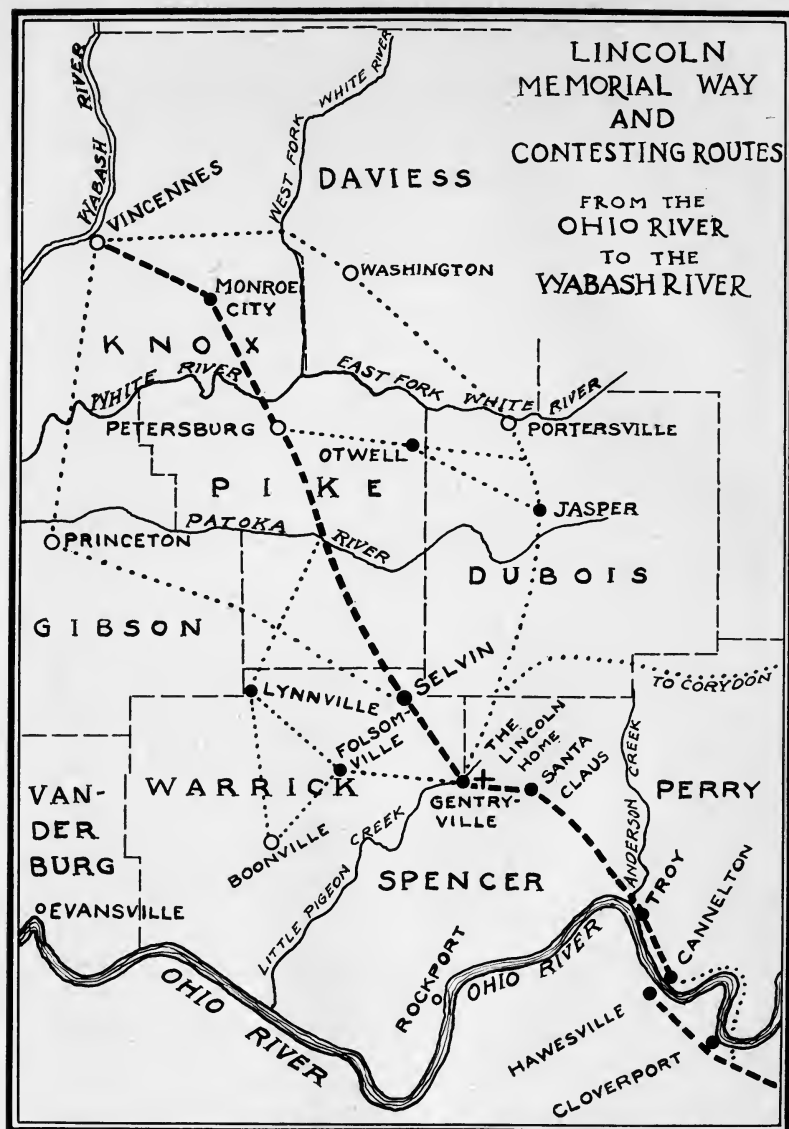
Victory Drive presents an even more striking demonstration of the need of roadside control. As a Memorial Drive dedicated to the heroes of the World War, the county has laid out 2 miles of double parkway on the edge of Savannah, beautifully planted in palms and azaleas. A bronze marker dedicates the Memorial to the War dead. But have the Billboard Kings respected this Memorial? There are 34 poster-panels, 10 painted bulletins, and 21 smaller signs lined along this 2-mile stretch. In addition, there are a dozen food-stands and filling stations.

Is there any reason why such a road should not be zoned against business? Why must we take our gas, or our barbecue, or our advertising on this particular 2 miles?

In Connecticut, any town, borough or county may zone certain stretches of highway against business. Any business desiring to locate on one of these zoned stretches must then apply to the appointed board. A public hearing must be advertised and held, after which the board may decide the case according to its own judgment. Under such a law, Chatham County could declare Victory Drive and Tybee Road as closed to business, admitting thereafter only such business as was actually needed for "public convenience and necessity." What is still left of the investment of the people and the sacredness of the Memorial might be saved from the greed of the roadside merchant and the billboard industry.



Courtesy Lincoln Memorial Way Commission



Courtesy Lincoln Memorial Way Commission

The Lincoln Memorial Way in Indiana

By RICHARD LIEBER, Director of Conservation, State of Indiana

A COUNTRYSIDE replete in forest fastnesses when traveled by Thomas Lincoln and his family on their migration from Kentucky to Indiana; soil that was trod for fourteen years by the future President, holds the tomb of his mother, and represents the locality where life's first dark tragedy overtook young Abe, is to be memorialized by the Lincoln Memorial Way, planned and built as a protected parkway.

Primitive southern Indiana wilderness of the time of Lincoln retains much of its charm of pioneer days, excepting that in many localities modern highways traverse the rugged, timbered hills and beautiful sweeping valleys. Where the future President spent his formative years now is located a memorial park surrounding the grave of his mother.

The Indiana part of the Lincoln Memorial Way begins at Cannelton on the Ohio River, proceeds to Tell City and Troy, crossing Anderson's Creek, to a point where the Old Santa Fe Trail takes off to the northwest. Following this trail through Santa Claus, passing near the Nancy Hanks Lincoln Memorial at Lincoln City, and on through Gentryville, Selvin (Polk Patch), Petersburg, and Monroe City, the highway will reach Vincennes where the Lincolns crossed the Wabash River and entered Illinois.

The Commission appointed by Governor Leslie, consisting of Arthur F. Hall, President; J. I. Holcomb, Secretary; Richard Lieber, Jess L. Murden, and Curtis G. Shake, with Dr. Louis A. Warren acting as Historian, made extensive researches and finally decided upon the route of the Indiana section of a highway that will ultimately start at Hodgenville, the birthplace of Abraham Lincoln in Kentucky, through the Indiana territory where the family resided for fourteen years, to his burial-place in Springfield, Illinois. Plans are already under way to develop lateral roads leading from the main highway to other points associated with the life of Lincoln.

The road, on a 300-foot right-of-way, is destined to become a tri-State Memorial Way through Kentucky, Indiana, and

Illinois, appropriately planted and protected against commercial encroachments, dedicated to peace and good-will, and connecting the North and the South, the East and the West.

The Report, which is presented in excellent printed form through the coöperation of Governor Leslie, the Indiana Highway Commission, the Indiana Department of Conservation, and the Lincoln Memorial Way Commission, outlines the policy to be followed:

"Resolved, that the Lincoln Memorial Way through Indiana should become a Memorial Way in fact and not merely one in name:

First, by giving special attention to the memorial aspects of the route.

Second, by insisting that the path should be one of dignity and beauty, so landscaped with native shrubs and trees as to create an atmosphere of approval.

Third, by requiring a minimum right-of-way of at least 300 feet wide in sparsely settled regions so that objectionable and unsightly buildings be prevented from encroaching on the traveled way.

Fourth, by reascertaining what occurred along the trail of historical significance where additional ground might be secured for proper approach and development.

Fifth, by inviting the coöperation of communities through which the highway passes in assisting in the beautification program.

Resolved, that the structures along the Lincoln Memorial Way through Indiana should have definite and characteristic expression.

First, by using parapets of rocks instead of wood as guard-rails, and a similar design for the construction of culverts and bridges.

Second, by obscuring telegraph, telephone, and power lines where possible.

Third, by providing camping-places, furnished with pure water, adequate restroom facilities, and shelter-houses.

Fourth, by so planning the road construction that, if traffic demands, a three-lane pavement with wide and gently sloping berms may be provided."

Memorial highways and parkways which recall authentic historical events connected with the great men and women of America, which, along the roadsides, reproduce architectural and landscape expressions of the memorialized period, which present pleasant greenery on either side and eliminate ugly structures and billboards, are destined to play an important part in the pleasure highway systems of the United States. The Lincoln Memorial Way promises to set a new standard from the point of view of history, scenery, and engineering excellence.

IN THE CITIES AND TOWNS

What the Plan Commissions Are Doing

By FLAVEL SHURTLEFF, Secretary, National Conference on City Planning

THE record of official planning commissions announced by the United States Department of Commerce is impressive. The fact that 828 cities have created a new agency as a regular department of the city administration is in itself evidence of the value of the planning principle. Planning has made even more progress than the commission form of government or the city-manager system. It may not be as simple to turn out a long-established governmental scheme as it is to add to the governmental scheme another agency, but it is interesting that city government by commission, which was introduced ten years before planning, has become established in about 300 cities with a population of over 5,000.

The planning record is so impressive that we can apply to it a rather critical test. How much influence have these planning agencies had on the physical development of their communities?

Of the 828 cities on the Department of Commerce list, 12 of them (all but two with a population of under 25,000) are labeled "inactive." A more accurate word for these would be "non-existent." Some of the commissions that are listed in the active class have not had a meeting for several years. In one city, for instance, a new member of the commission is appointed each year by the mayor to fill a vacancy, but the secretary of the commission does not know his fellow-members and the commission has not met since 1920. In another city, when asked about the activities of the commission, the city clerk, also the secretary of the commission, said, "Our job was finished when we got the zoning ordinance passed." However, "inactive" may be the right word, for as long as the ordinance creating the agency has not been repealed, the agency itself can be fanned into life by a spasm of civic enthusiasm. Yet such commissions take some of the impressiveness off the planning record.

A considerable number of commissions that do meet to pass upon a subdivision or on the extension of a street or on the location of a new school are practically robbed of their effectiveness by having no *plan* to administer. The planning commis-

sioners can very likely bring to the task disinterestedness and intelligence, but they have no real guide to a correct decision. Another handicap to many planning commissions, even in fairly large cities where there is a plan, is lack of adequate appropriation to employ a secretary-engineer. The desirability of having someone on the job continuously who knows all the details of the plan hardly needs argument.

Applying the above tests to the list of 828 cities, we find that in the larger cities, those of from 100,000 and upward, at least 30 should be either eliminated or marked "inactive" because they are not continuously administering a plan and consequently are having little or no effective influence on the development of the city. Some of these, however, are the casualties of depression, and when better times come they may be restored to effectiveness. In the next group of cities, those from 25,000 to 100,000 in population, at least 50 per cent of the 168 cities credited with planning agencies should at least be called "inactive." In the 577 communities under 25,000 it is not possible to estimate the percentage of active, effective commissions. It should not be guessed that most of them are ineffective merely because the community is small. Some of the prize exhibits in plan administration are in communities of less than 5,000.

What are some of the causes of this serious flaw in the planning record? Many of the planning commissions on the record never had a fair chance. They were appointed by a complaisant mayor who saw no harm in them, or, for that matter, saw no particular good in them. They were hardly more than pleasant gestures. Appointments to the commission were quite often political henchmen who never really found out what their job was. Other commissions started off under happy auspices and did creditable work until political changes brought in an unsympathetic administration. Still others with records of from five to ten years of plan administration have suffered from the recent wave of almost hysterical municipal economy attendant on the depression. In these last cases the city-beautiful tag from which the planning movement has not entirely freed itself may be the chief cause for either eliminating the commission or taking away its appropriation. City fathers either do not appreciate the economy in planning, or they do not want

to be hampered by it. In either case, they strike a popular note by raising the cry of the city beautiful and eliminating the planning commission as an unnecessary frill.

The above analysis clearly indicates that there can be no really effective planning administration without a plan and without the kind of citizens' support which comes from a better appreciation of the economic value of planning. The money for plan-making will come hard just now, but when it is made clear to the leaders of public opinion that cities cannot avoid waste without a plan, the money will be forthcoming. The support of the plan must be continuing. The job is not one of education merely, although that in itself is long and arduous. It has been effectively done in few places. Inspirational speeches may fire a community with enthusiasm for planning, but these spasms of interest will not fill the bill.

The job is rather one of organization. It is significant that planning thrives best and local planning commissions are most effectively carrying on in those regions where an adequately financed regional planning agency, either official or unofficial, is promoting the planning ideal. Here is a great field of usefulness for regional planning. It can not only make a great technical contribution by coördinating in a regional design the plans of the many localities in the region, but it can at all times make available to localities the help of experienced organizers of public opinion.

The Trend of Modern Planning

By HARLAND BARTHOLOMEW
City Plan and Landscape Engineer, St. Louis, Mo.

CITY PLANNING in the United States has been characterized by successive "movements" in which there was overemphasis of one single phase of city planning well-nigh to the exclusion of other phases of a comprehensive city plan. If other phases were considered, they were subordinated to the particular movement of immediate concern. There was, first, the "city beautiful" movement; then zoning absorbed most of our attention for quite a number of years; street and traffic planning followed; and more recently we have had much consideration of "regional planning."

The over-emphasis of one or more phases of city planning would not be quite so unfortunate if they did not continually blur the fundamental values of comprehensive city planning. We cannot, over a long period of time, emphasize the esthetic and ignore the economic problems of community life. Nor can the economic aspects be considered independently of the social problems of community life. There has been constant failure to recognize the importance of scale and balance in the building of American cities.

The present trend in city planning is not definitely marked. Retrenchment is the predominating force in an economic depression such as the cities now face. Unfortunately, many of our economies are as unwisely undertaken as our previous excesses. Several cities have eliminated or so curtailed the modest sums used by city planning commissions as to make any work almost impossible. In other cities, where there are fewer plans to pass upon or to consider, there is opportunity now to consider and study fundamental problems which were ignored in the rush of individual planning movements. There is opportunity now to consider what future population we really can expect and how much land-area it will absorb. The sobering effect of the Depression is giving new emphasis to the importance of city planning. There are going to be less funds for subsidizing lot-selling operations on the fringes of cities, and there must be a real effort to prevent endless spread of population with its concomitant disintegration of the large central areas of cities. We can now secure real attention when we say that only about 1 per cent of the area of a self-contained city can be absorbed for apartment house uses and only about $2\frac{1}{2}$ per cent for commercial uses, whereas, possibly, 50 per cent of the area of most cities has been offered for sale for these two highly speculative forms of property use.

We have encouraged the development of slums by premature abandonment of fine old residence districts, unnecessary decentralization induced by land-speculation, lack of adequate housing laws, and general failure to appreciate the importance of "scale" in our city building or the importance of sound standards of building.

The modern trend in city planning, therefore, is significant and decidedly healthy. Instead of a new "movement" it is

more a process of thought regarding many, if not all, of the social and economic problems of community life. This is, indeed, genuine comprehensive planning. While our viewpoints will be distorted by events or foreshortened by the limitations of our intellectual capacities, at least we shall evolve more rational bases for the plans of American cities. The two immediate manifestations of the more rational basis of city planning are (1) increasing interest in "official" city plans as contemplated by the Standard City Planning Enabling Act now adopted by eight states, and (2) widespread consideration of comprehensive planning of unit areas in cities, sometimes referred to as the "neighborhood unit," as a basis for slum-clearance and large-scale housing operations. These two trends contemplate comprehensive planning of the whole areas of cities as well as comprehensive planning of the smaller component parts of the city.

Brookline Plans a Modern Expressway

By ROBERT WHITTEN, Planning Consultant, New York City

THE town of Brookline, Massachusetts, is located athwart important main lines of radial and circumferential traffic in the Boston metropolitan region. As Brookline is primarily residential in character, it would, if possible, like to have all through traffic by-passed around its borders. This, however, is impractical. Boylston Street in Brookline has been selected by the State Highway Department as the terminus of the Boston-Worcester Expressway, now approaching completion. This highway is to have double roadways and grade separations at the most important intersecting highways.

It is interesting to note that Boylston Street was originally laid out and constructed by the Worcester Turnpike Corporation in 1806. That was before the coming of the railroads. When the railroads came, the private toll-roads were abandoned. Boylston Street became a public way in 1833. It continued, however, to be known as the Worcester Turnpike until 1841. The old Worcester Turnpike was laid out in almost a straight line from Boston to Worcester. The motor vehicle has brought back the highway to something of its pre-railroad importance

in the transportation system of the state. According to present plans, the old Worcester Turnpike will again become the main route between Boston and Worcester almost exactly one hundred years from the time that, owing to the competition of the railroads, it had to be abandoned as a private toll-road.

The Brookline Planning Board has undertaken to coöperate with the engineers of the State Highway Department in developing plans for the new highway, with a view to safeguarding the interests of the town as well as providing adequately for the expected through traffic.

In planning the new highway an attempt has been made to take advantage of the best thought and practice in highway design for the motor age. The type and volume of present-day traffic requires somewhat different street facilities than those adequate and suitable in former days. It is now realized that every large metropolitan community needs a limited number of expressways and parkways, and that these are necessary not only to prevent congestion and the slowing down of the business life of the community, but in order to prevent the blighting of residential sections.

Some of the main arterial roads leading into Boston were formerly lined, in a large measure, with a good class of dwellings and estates. Due to the blighting effects of heavy traffic, their frontages, having become undesirable for residences, have been spotted with filling stations, repair shops, billboards, and a cheap type of dwellings and flats. This hybrid and unsightly development has in turn infected and blighted adjoining areas. Only the parkways and certain wide, park-like streets, such as Commonwealth Avenue and Beacon Street, have, in a measure, withstood the handicap to residence use created by the noise and fumes of heavy motor traffic.

The ordinary heavy traffic artery injuriously affects the use of abutting and near-by property for residential purposes because of: (1) Traffic noise, vibration, and fumes; (2) danger from traffic accidents; and (3) the resulting unsightly development of abutting frontages.

By modern highway design the above causes of blight are reduced in various ways. The double roadways and grade separations avoid much sounding of horns to warn cross traffic, much screeching of brakes for emergency stops, and much

noise due to changing of gears and running in low gear after stopping at frequent intersections. A wide roadway with planting-strips for grass and trees diffuses, deadens, or absorbs much of the sound-waves before they reach abutting dwellings. This absorption and deadening is greatly increased, where, as in the case of portions of the Boylston Street Improvement, it is feasible to depress the central roadway in a cut with sodded and planted earth embankments.

Most heavy trucks and buses cannot ascend grades in excess of 3 to 4 per cent in high gear. The noise from changing gears and running in low or second gear on steeper grades is quite serious. The depressed central roadway may sometimes be used to reduce these heavy grades.

Under the plan proposed, double roadways, depressed roadways, and grade separations will greatly reduce the noise nuisance. The broad right-of-way, with wide planting-strips for trees and shrubs, will diffuse, deaden, or absorb much of the noise. The sunken central roadways, with sodded and planted earth embankments, proposed for two short sections of the highway, should be particularly effective in blanketing the sound-waves.

The plan proposes grade separations at three important intersections. At other cross streets, continuity of traffic-flow is to be secured by double roadways separated by a wide central island. Cross traffic will first turn right and then make a U turn around the central island. This is the so-called steady-flow system, of which Fritz Malches is the chief developer and exponent. For the steady-flow system a minimum width of about 120 feet is required, divided between two 10-foot sidewalks, two 30-foot roadways, and a 40-foot central island.

It was found that in the case of Boylston Street a minimum widening to about 90 feet would require the destruction of all the trees on one side of the street, whereas with the proposed widening to 120 feet the trees would be included in the central reservation and thus preserved.

THE horse-drawn vehicles of the nineteenth century were not fundamentally different from the Roman chariots in road requirements. But motor traffic in the twentieth century is revolutionizing widths, alignments, grades, surfaces, and arrangements in express highways.

City Planning Progress in Yonkers, New York

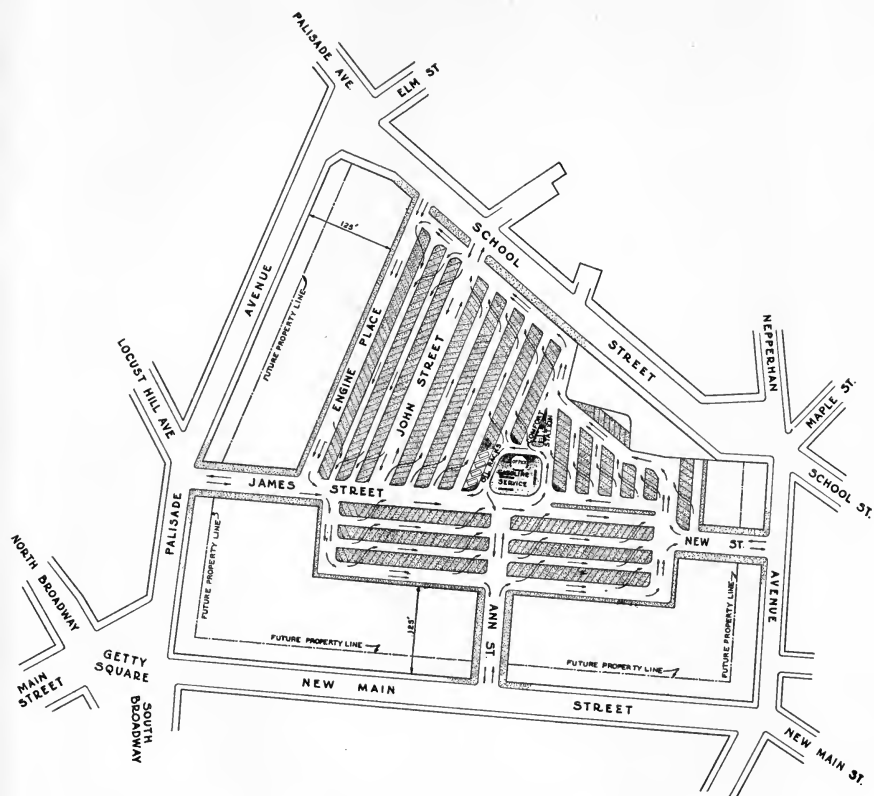
By T. T. McCROSKEY, Planning Director

THE Yonkers City Planning Commission, of which Colonel A. Pearson Hoover is chairman, published its first Progress Report at the close of 1931. This report includes the results of a fact-finding survey, conducted as the basis for preparing the comprehensive city plan for the orderly growth and development of Yonkers. It also presents certain conclusions drawn from the facts, some quantitative predictions of future trends, and a large number of preliminary recommendations. Eighty per cent of the recommendations do not call for any capital outlay by the city. Many of these have been carried out since the report was issued.

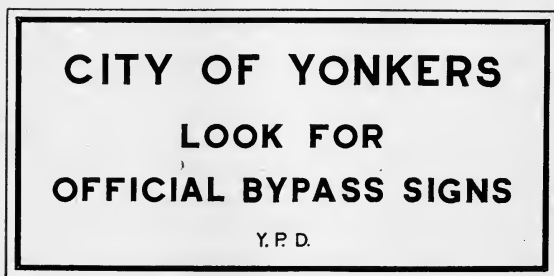
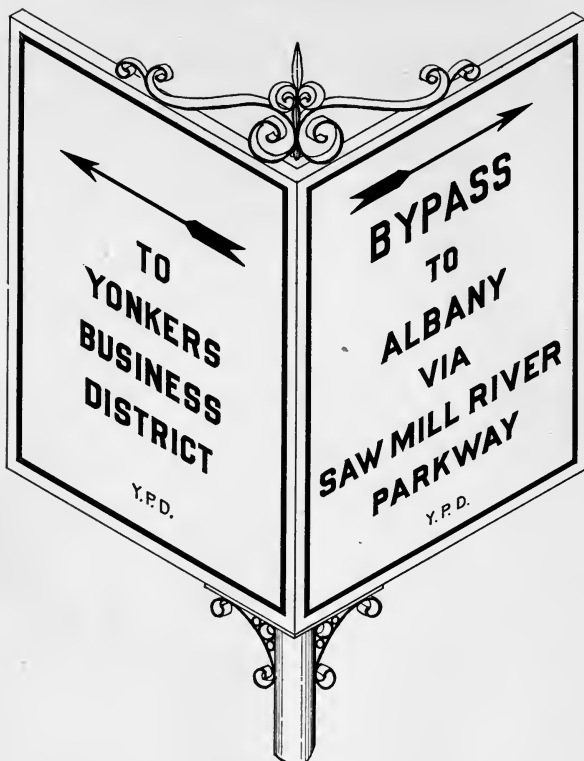
Population. Yonkers is a city of 139,000 people, fronting on the Hudson River, and adjacent to the city of New York. It has a total area of $19\frac{1}{4}$ square miles of hilly territory. In the decade from 1920 to 1930, Yonkers grew 50 per cent faster than New York City, and twice as fast as the United States at large. In 1930, 88 per cent of the population of Yonkers lived on 44 per cent of the area at an average density of 20 persons per acre; and 12 per cent of the population was spread over 56 per cent of the area at an average density of 2 persons per acre. Estimates indicate a probable population of 275,000 in the year 1965, with a far more even distribution. The Planning Commission is not interested in fostering a bigger Yonkers, being primarily concerned with having a better Yonkers. However, it realizes that growth in population is inevitable, and must be provided for in planning the future of the city.

Commerce and Industry. Yonkers is an industrial city adjacent to a great metropolis, and as such has a duality of interests. According to the 1930 census, there are 57,900 employed residents in normal times. Of these, roughly 9,200 commute to business in New York. Evidently, a great deal of retail trade that in a normal, self-sufficient community would be done locally is lost to New York stores.

Yonkers has over 4 miles of deep water-front, part of which has been developed by large industrial plants and part devoted



Recommended Layout of Proposed Parking Space in Yonkers, N. Y.
 Courtesy *The American City*



Traffic Bypass Signs in Yonkers
Courtesy Yonkers City Planning Commission

to city parks. About 45 per cent of the total length remains undeveloped in the hands of private owners. The Planning Commission suggested that the owners fill in sections of their frontage to provide good sites for new industries requiring water- and rail-access. Recently, the Commission has recommended that the city use ash-fill to reclaim the foreshore adjacent to Trevor Park, thus creating over 20 additional acres for public recreation.

Transportation and Transit. Yonkers is served by twenty stations on four branches of the New York Central Railroad, so distributed that 75 per cent of the city area is within $\frac{3}{4}$ mile of a station.

Local transit service is provided by a street railway company and by buses operated by four separate companies. Seventy per cent of the city area is within $\frac{1}{4}$ mile of a transit route, and in this area live over 90 per cent of the population. The Commission presented recommendations for two additional bus routes, and has gone on record in favor of a unified transit system, so as to simplify operation and provide for transfers and connections at junction joints.

Streets and Traffic. In order to focus public attention on the hilly contour of the ground as related to street-locations, the Planning Commission made a topographic model of the city, with a horizontal scale of 1 inch equals 600 feet.

The Commission recommended a comprehensive by-pass routing for through traffic, which comprises more than 30 per cent of all traffic now passing through the heart of the city. These by-passes were designed to decrease congestion, thus making the principal retail districts more accessible to local shoppers. The accompanying illustration shows the type of sign suggested for marking the by-pass routes.

An extensive program of street-widening by condemnation, with its great attendant cost, is not favored. The Commission recommended instead that building set-back lines be established as soon as possible on all streets approved for eventual widening. Experience in Massachusetts and elsewhere has shown that, in the majority of cases, the property-owners willingly waive all damages in connection with the establishment of the set-back lines in return for waiver by the city of its right to assess a local benefit when the actual widening is done.

In order to simplify condemnation procedure for cases where it must be used, the Planning Commission has recommended that legal steps be taken to set up a permanent condemnation commission. This permanent commission would quickly gain a background of experience and could establish regulations that would shorten delays and tend toward uniformity of practice.

Automobile Parking. Yonkers retail business is handicapped by inadequate street-parking facilities for short-time parkers and insufficient off-street space for all-day parkers. The Commission has recommended that the city purchase the interior of a large block immediately adjacent to the center of town, and develop it as a municipal parking-space, with a capacity of 400 cars (see accompanying illustration). This area, comprising about 4 acres, is a blighted district, readily accessible to automobiles without their traversing the main business streets. The layout includes a central service plaza for the sale of gasoline, greasing, and light repairs. The boundary streets could later be widened by giving the abutting owners 25 feet at the rear of their properties in exchange for 25 feet at the front. The Commission prepared a financial plan by which 80 per cent of the cost of purchasing and developing the municipal parking-space would be obtained by local assessments on zones of proportionate benefit in the business district.

Control over Private Land Development and Building Construction. The Planning Commission has prepared for distribution a set of regulations covering new subdivision layouts. It feels that it is most important that private realtors include small play-parks in their subdivisions, so that when all the lots are built up, the children will not have to play in the streets, thus decreasing the attraction of the neighborhood for parents and householders.

In the opinion of the Commission, all matters related to the erection of new buildings should be placed under the jurisdiction of the Building Superintendent. In this way only one set of plans would need to be filed; and, when approved, one permit would be issued covering all the component parts and services of the building.

Public Finance. The Planning Commission is firmly convinced that no program of public improvements should be set up without showing in detail how each project should best be

financed, and what the effect of the program will be upon the borrowing capacity of the city and the tax-rate. With this end in view, detailed studies have been made of the past and future financial structure of the city, and the general principles applicable to financing public improvements.

In connection with its analysis of governmental costs, the Planning Commission has recommended a series of changes in departmental organization, with a view to further centralization of authority, simplification of procedure, avoidance of duplicated effort, and reduction in cost.

Personnel. The Planning Commission is headed by Colonel A. Pearson Hoover, Consulting Engineer. Messrs. Robert H. Neville, banker, and Jacob Williamson, merchant, are the other private members. Christopher J. Sheridan, City Engineer, and Leonard J. McAneny, Corporation Counsel, are the official members. On the permanent staff the writer is assisted by Benjamin J. Hickey, Designing Engineer, and Miss Loretta Devitt. The Commission and its staff work in close coöperation with the other departments of the city government.

A City Plan for Oklahoma City

By S. HERBERT HARE, of Hare & Hare, Landscape Architects
and City Planners, Kansas City, Missouri

IN THE comprehensive city-planning report for Oklahoma City, recently completed by Hare & Hare, City Planning Consultants, and published by the City Planning Commission, a careful analysis was made, both of the conditions which have influenced the city's location and growth, and of the particular problems which could be solved by the application of established city-planning principles.

The first step in the preparation of the plan was to collect and show in graphic form, wherever possible, all basic information which might have an influence on the city's development. This information is analyzed in Part I of the report, and brings out several interesting facts.

Oklahoma City now has a population of approximately 200,000, with an estimated population of 350,000 in 1950. It is the capital, and the largest city in the state. This growth has

been entirely in the last forty-three years, as the city was established on an open prairie April 22, 1889, at the time of the memorable "run" following the opening of the "strip." The temporary city established that day had a population of 6,000 by evening. This temporary tent city quickly changed to a wooden frontier town, then more gradually to the present substantial business community.

The growth of Oklahoma City has been largely dependent upon railroad facilities. Railroad connections in every direction have made it the logical trading and distributing center for the state, as well as portions of other states. This trade territory has diversified sources of prosperity. While oil has been the most spectacular element in its growth, it has by no means been the most important over a period of years. The district is rich in agricultural and other mineral wealth, and the city is the principal market in the state for live-stock, wheat, and cotton, and is the financial center of the state.

The population is composed of a very high percentage of native-born whites, and, as a result, living and housing standards are higher than in many other cities, even in the central states. The detached, single-family dwelling is the most popular type of house.

Certain trends of growth were indicated by charts, based upon the various collected data, such as building permits for various types of structures, distribution of population, sewer and water service, etc. In some cases these trends were logical and could be encouraged by proper planning, while in others they were very evidently wasteful and could be corrected by such planning.

Part II of the report is devoted to the various recommendations resulting from the analysis of the basic information and the study of the problem.

First, attention was given to the problems of circulation, including streets, transit, transportation, waterways, etc., and the major street-plan formed the framework to which other recommendations were related. While many of the streets of the original city were reasonably wide, there was no control of succeeding plats, and therefore the wide streets did not co-ordinate into a connected system. The major street-plan attempted to make use of these wide streets wherever possible,

but, at the same time, made recommendations for such openings and widenings as would be necessary to form a complete network of through routes. The city is now divided into two parts by the bottom-lands of the North Canadian River, resulting in more or less sectional feeling. One purpose of the major street-plan is to provide better access between the two sections of the city.

No radical suggestions were made in connection with the transit lines which now serve large areas of the city fairly well. Certain through routes, as well as cross-town connections in suburban areas, were proposed. The unusual importance of the railroads in the growth of the city has been recognized in the report. Railroad yards and tracks, which were a serious interference in the natural growth of the business district, have been removed as a result of some years of agitation, culminating in a bond issue of \$4,000,000 in 1928. The land acquired from the railroads is to be used as a civic center, providing for a city hall, auditorium, and other public buildings. One new railroad station has been built on a site recommended by the Planning Commission, and another is now under way. Underpasses and viaducts are being provided in conformity with the major street-plan. A municipal aviation-field of 640 acres has been acquired on one of the principal highways to the southwest of the city.

Unlike most cities, Oklahoma City has a very adequate park acreage, figured on a per capita basis, but, like most cities, it is lacking in smaller neighborhood parks and playgrounds within a half mile or less of every child. The 2,300 acres of park-land now owned are mostly in larger tracts just on the outskirts of the developed areas. The distribution and trend of population was carefully studied in relation to present and proposed recreation facilities. This resulted in recommending eighteen smaller areas for early acquisition, with others to be acquired later. The acquisition and preservation of several of the wooded stream-valleys is included, both as a practical consideration in connection with control of storm-water flow and for the scenic and recreational values.

The control of private property is also covered in Part II of the report, the first consideration being given to zoning. A zoning ordinance, with "use" restrictions only, has been in

effect since 1923. Recent developments in high buildings, with consequent increased street congestion, calls attention to the need for a "comprehensive" zoning ordinance, including "height and area" restrictions, and such an ordinance has been recommended, but not as yet adopted.

A complete set of rules for land-platting has been prepared and adopted as one method of controlling the use of private property for the benefit of the city. The application of such rules will avoid in the future the expensive mistakes which have been made in the past, in that all of the subdivisions will be compelled to conform to the requirements of the comprehensive plan with regard to provision for major streets, street-widths, etc. The state law of Oklahoma, fortunately, provides not only for the control of land-plats within the city by the City Planning Commissions, but for the control of plats outside of the corporate limits for a distance of 3 miles, under a so-called "regional commission," which is the City Planning Commission, with the addition of the Chairman of the Board of County Commissioners and the County Engineer.

Financial and legislative problems, as well as a list of the more urgent projects, are discussed in Part III of the report. The fact that city planning is a more or less continuous process, and that the completion of the plans and report is the real start, rather than the end of the work of the Commission, is particularly emphasized in this section. It is also pointed out that while correcting mistakes of bad planning in the past may be costly in some instances, many of the recommendations of the report can be realized without cost by guiding the normal growth of the city in the future along logical lines.

A Plan for Scotia, New York

By A. JARVIS SWEET, District Engineer, R. H. Randall & Co.,
Associate Member American Society of Civil Engineers

THE village of Scotia is a suburban type of community of some 7,000 inhabitants, and lies along the Mohawk River opposite the city of Schenectady. As it has no industries, it is built up for the most part with the modest homes of people who work or do business in Schenectady. It is not a community faced with the problem of immediately making a large number

of costly improvements and corrections to past mistakes. With the exception of a few bad jogs and dead-ends, the street system is fairly satisfactory for the needs of present traffic, and the area within the present boundaries is fairly well built up.

The big problem for Scotia was to protect the interests of the home-owner against the encroachment of business and speculative development, to prepare for the future widening and extension of streets, and to make a plan for the orderly development of the areas outside the village limits. In this last matter it received the full support of the town of Glenville, which surrounds the village on that side of the river. The planning boards of the village and town were more or less consolidated, meetings were held jointly, and all the problems of planning and zoning considered in the light of the best interests of the whole community.

As the river is rather wide and spotted with islands where it passes between Scotia and Schenectady, the planning program was developed as though it were an entirely separate community. The actual planning may be considered under four general headings: The Survey, The Basic or Master Plan, The Official Map, and Zoning.

The first step in the preparation of the plan was the making of an accurate topographic survey of all the area to be planned. The maps of the survey portray, by means of contour lines and other symbols, the hills and hollows, streets and alleys, buildings outside the heavily developed areas, property lines, water-courses, and wooded areas. From them the exact elevation and shape of the ground's surface at any point may be readily ascertained. Although the survey was primarily intended as a basis for making a complete plan, it was designed also to supply a foundation of accurate facts for routine municipal engineering work. The bench marks established by the control branch of the survey serve as basic control for all other small surveys, such as those for new subdivisions, and street-paving. The topographic maps are being used for determining street-grades, drainage areas, and design of sewers.

The Basic or Master Plan involves a system of main highways, parks and parkways, future school-sites and playground areas, school-district boundaries, the grouping of buildings in a new civic center, and a standard for future pavement widths

and street development. A schedule has been prepared for making a number of improvements in the order in which it would appear they will be needed, and a Capital Budget Commission is preparing a financial plan which will insure the successful accomplishment of these improvements.

The official map is divided into sheets, conforming in size and scale to the standard topographic maps, and includes all existing streets, parks, parkways, etc., together with the new planned street-lines, parks and parkways, all shown upon the map in accurate relation to each other. It presents these important features of the comprehensive plan in detail, and is the readily available and practical basis for carrying out and enforcing the plan. In the planning of new streets in the outlying areas, the owners of undeveloped land were consulted and the layout made to meet with their approval in so far as practicable. In some instances detailed lot layouts were made to show how the land could be developed to the best advantage for the subdivider and the future home-owner.

While a real need for zoning regulations was apparent before the planning work was started, the policy of putting zoning in its proper place in the planning program by first making the survey, following this with the preliminary studies of the master plan, and then proceeding with the official map and zoning as one operation, has resulted in a better plan and more comprehensive zoning than could have been accomplished otherwise. The zoning ordinance and map are very definitely related to the official map. The village and town ordinances provide for six classes of districts: Single-family residence, two-family residence, multiple dwelling, community store, business, and heavy industrial. The regulations for use, height, and area are the same for each class of district.

Public Building Program in St. Paul

By GEORGE H. HERROLD, City Planning Engineer

ST. PAUL was founded in 1849, at the head of navigation on the Mississippi River, and developed first as a fur-trading and outfitting post, and later as a wholesale distribution center. It is the capital of the State of Minnesota. The replanning of



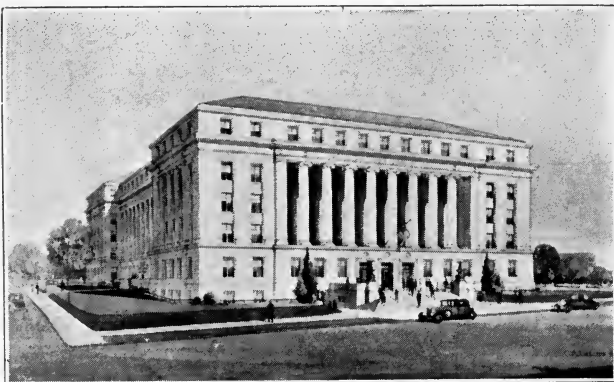
New City Hall and Court Building for Ramsey County
and City of Saint Paul



Cass Gilbert's Plan for Grouping of Buildings Around the Minnesota State Capitol
Courtesy Saint Paul City Planning Board



Proposed Post Office and Custom House, Saint Paul



State Office Building, Saint Paul
 Courtesy Saint Paul City Planning Board

St. Paul was based on the necessity of coördinating existing construction, uses, and traditions with the needs of the future, rounding out and revising a park and boulevard system of the older type, and harmonizing the State Civic Center—the State Capitol with the city and county civic center plans along the river-front.

St. Paul has been well advised in its development plans. The Cass Gilbert Plan for Capitol Approaches and the grouping of state buildings is now being carried out step by step. A \$1,500,000 State Office Building is now under construction on a location determined by this plan. The Memorial Esplanade and memorial structure, as proposed in these plans, has been recommended by the State War Memorial Commission. The Circus is half completed.

Third Street, a marginal business street along the high bluff of the river-front, has been widened from 53 feet to 125 feet, with double driveways and center strip. That land not required for street purposes is being developed as a parterre or formal park varying from 90 feet to 150 feet in width in accordance with general plans by Bennett & Parsons. The land and buildings for this project cost \$1,560,495.

Along this marginal Third Street Esplanade the following service buildings have been constructed or are under way: The \$15,000,000 Union Depot, housing twenty-three lines of nine railroad companies, the \$3,000,000 Federal Building for Post Office and Customs House, a \$4,000,000 City Hall and Court House, the Women's City Club, the Hill Reference Library, St. Paul Public Library, the new arena to the auditorium. There is also planned a service terminal building at the intersection of the Third Street Esplanade and the Robert Street Bridge, the focal point of several trunk highways.

The new City Hall and Court House will be occupied in October, and the first unit of the Post Office and Customs House will be completed this year. Its two basements are connected by tunnels with the Union Depot and are devoted to the railway mail service. The State Office Building will be occupied when the Legislature meets in January.

All constructions and reconstructions are a part of the plan, a plan developed to preserve the individualism of St. Paul and its historical background.

Mass Transportation in Denver

By S. R. DE BOER, City Planning Consultant, Denver, Colo.

ONE cannot study mass transportation in relation to cities without coming to one outstanding conclusion—in our large cities mass transportation is an absolute necessity and, therefore, will continue to exist. This conclusion does not presuppose any particular type of transportation, however. Whether street railway systems will be able to continue may be a subject of considerable doubt. It seems more than likely at the present time that rail systems may be replaced by rubber-tired, free-steering vehicles driven by electricity or by gasoline.

To the man or company who tries to sell transportation to a city this becomes the handwriting on the wall for him. If he agrees that mass transportation is needed, and will be needed, in cities of 30,000 and more population, then the matter of selling this service at a profit is a mere matter of adjustment to the wants and needs of the people. I say this without belittling the efforts of men who have run this type of business with annual deficits in spite of high ability and great effort. To them the matter of adjustment may be a greater problem.

As long as transportation companies must pay interest on indebtedness incurred in days when other types of service were needed and now antiquated, they cannot possibly expect to compete with any competition. As long as they are unwilling or unable (it makes little difference which) to give a city the service needed, they must expect to be on the downward trail. From the standpoint of the city they should be allowed to stumble down this trail as fast as possible until the end is reached and their work replaced by a more up-to-date service. After all, that is the code of business.

Less than twenty years ago, it is stated in the Denver Plan, Volume III, the city of Denver boasted a transit system which was not surpassed in the nation. As in most other cities, street-car patronage has diminished steadily. From the standpoint of physical service, the Denver system today is still outstanding and compares well with rail systems in any other American city.

There is a community of interest, often overlooked, between the citizens of Denver and its transportation company. Such a

service cannot exist without the people of Denver, and, the growth of the city cannot continue nor the existing city function without a system of mass transportation.

Denver's low density of population (6.7 people per acre as against New York's 29.8) makes mass transportation a costly business. This city, however, does not wish to copy its bigger sisters in population density. In fact, Denver is proud of its open residential areas where sunlight and air abound, and the transportation company has made this possible. In this respect Denver owes it more or less of a debt.

The Denver Report on Mass Transportation deals only with the physical aspects of the problem. It does not concern itself with the financial ups and downs of the operators. Its writers reason that the city needs, and will need, this service for a long time to come, and that wherever the lines of transportation run through the city, they leave a definite imprint of the plan of the city. It is far better, therefore, to make the lines of the system fit the plan of the city than to run more or less haphazardly.

There were originally several companies in the transportation business in Denver. These companies built competing lines, often within one or two blocks of each other. Later, these companies merged into one system but left the lines as originally placed. Such a system, of course, was bound to be wasteful and meant uneven service. The Report of the Denver Planning Commission supports the company's move to eliminate some of these unnecessary lines and recommends:

1. That main transit lines on rails and main auto traffic lines be kept separate.
2. The city be divided into four quadrants.
3. The system be divided into eight main trunk lines, serving the four quadrants.
4. All secondary lines to converge on the main lines.
5. The trunk lines service to be maintained by electric cars on rails.
6. One trunk line to be trolley-bus service.
7. Secondary lines to be either trolley or bus.
8. Cross-town main lines of bus service be established to remedy the lack of this type of lines due to all present lines centering in the business district.
9. Lines to be not farther than one-half mile apart, thus allowing for one-fourth mile walking distance.
10. Special bus service to all places where large numbers of people congregate for recreation, meetings, etc.

Park Notes

The following items of news on park development have been compiled from replies to questionnaires sent out by the American Civic Association to its members this spring, and are here presented as an encouragement and inspiration to those of our readers who are engaged in similar enterprises elsewhere.

ALABAMA: Birmingham is developing city parks with a fund secured through a plan originated and carried out under the sponsorship of the Chamber of Commerce and the City Commission. The city has been presented with a large area of land in the exclusive residential section and this is to be developed as a park.

CALIFORNIA: In Berkeley a block of property fronting the City Hall has been acquired, the site to be developed as a park for the new civic center. At Carpinteria, Santa Barbara County, acquisitions have been made for a new State beach park. San Francisco reports plans for a park and monument to commemorate the founding of the city. The movement is being sponsored by the San Francisco Art Association, and \$300,000 has been appropriated for this purpose. The city of San Jose is at present engaged in creating a new city park of about 10 acres, one-half of which is being developed as a rose-garden. The Rose Society of Santa Clara County is sponsoring this project, several thousand rose bushes having already been planted. In San Mateo, a new park is being developed under the name of East Park. A generous planting of shade trees is included in the program of development. The outstanding achievement in park development for Santa Barbara is the completion of the acquisition by the city of 8 acres of land east of the Old Mission. The money for this project was largely secured by contributions from private citizens several years ago. The acquisition by the County of the famous "Big Trees," 6 miles from Santa Cruz, as a county park is under way. The State of California has completed acquisition of 1½ miles of beach at Monterey Bay, near Seacliff, for State park purposes. The acquisition was accomplished half by purchase and half by local coöperation, and is unusually accessible to highway, railroad, and population centers. Development work is proceeding at the present time.

COLORADO: Denver reports extension of its park and parkway system in two of the four districts of the city. Several miles of new driveway have been built along the Platte River and Cherry Creek.

IDAHO: Plans for the development of a river park along both sides of the Snake River for about 4 miles are pending as a project of the Idaho Falls Chamber of Commerce Beautification Committee. The project includes a particularly scenic part of the river with rugged canyon walls and waterfalls, and will comprise an area of about 800 acres.

ILLINOIS: Chicago reports development as a park area of a further 6-mile stretch of shore-line along Lake Michigan. General

progress of "Outer Drive" work and improvements in existing parks is being carried on under the jurisdiction of South and Lincoln Parks System. In Quincy, an addition to the park system, donated by a local philanthropist, has been completed.

INDIANA: Development of a modern zoo in naturalistic setting has been carried on in Mesker Park, Evansville, for the last two years. A lake will be one of the features of this development.

IOWA: A Park Board, with power to assess, has now been established in Des Moines. In accordance with the comprehensive Park System Plan, considerable work has been done in four existing parks, also in the acquisition of land, and in the development of a new park, known as "Birdland Drive."

KANSAS: The City Park Commission and the City Forest Department of Wichita have been active in developing and improving the various park areas in the city by the planting of additional trees and shrubs and installation of swimming-pools, tennis-grounds, and picnic section. In addition, the city's unemployed have been used to clean up the various streams running through the city.

MAINE: The Village Improvement Society, a voluntary organization founded twenty years ago by the women of Yarmouth, has created and maintained one large park and five small ones. The funds for these and all other improvements have been raised by the Society without any outside help.

MARYLAND: Mt. Pleasant Park, comprising 260 acres in the northeastern section of Baltimore, is being developed. A bird sanctuary in this park has already been dedicated. Plans for the establishment of a Town Forest and Park along Antietam Creek at Hagerstown are being sponsored by the Civic League, in coöperation with the Mayor.

MASSACHUSETTS: About 350 acres in park land and connected reserved strips have been donated to the town of Billerica by its citizens.

MICHIGAN: The Ann Arbor Board of Park Commissioners have been active in enlarging the parks of the city and have added several hundred acres to the system during the past year. Special attention is being given to the "Blighted Area Districts" of the city of Detroit with a view to reclaiming and redeeming them as public parks partially and by parkway residential platting in a large way. The city of Lapeer has developed a city park which is probably the most extensive municipal park development in this country for a town of its size.

MINNESOTA: St. Paul reports the acquisition of 16½ acres of land known as "Swede Hollow." The area, which now has an open sewer running the length of the valley and squatter's shacks on each side, will be turned into a park. It is situated about 1¼ miles from the City Hall.

MISSOURI: Work on planning and park projects for Kansas City is proceeding as part of a \$40,000,000 bond issue (voted May, 1931, at

a special election) providing funds for a Ten-Year Plan, of which \$2,750,000 was voted for park and playground purposes.

NEW HAMPSHIRE: A 15-mile strip along the **Wapack Trail** in the southern part of New Hampshire is to be acquired as a forest park, 80 acres having already been turned over for this purpose.

NEW JERSEY: Bergen County is preparing to beautify the approaches to the George Washington Bridge by a series of small parks, each town to donate one red oak tree, making a total of 72 trees towards this project. Bayonne is taking steps to acquire 5 acres of land on Kill Van Kull waterfront to be developed as a park. The Essex County Park Commission has added 200 acres to Branch Brook Park.

NEW YORK: The plan and program for park development being made by the Genesee State Park Commission contains plans for a Lake Shore Boulevard for Rochester. The Long Island State Park Commission has completed plans for parks and parkways in Nassau and Suffolk Counties. The city of New York is developing an extensive park system in Brooklyn and Queens.

OHIO: Progress is noted at Glen Dale Park, a project of the Akron Garden Club, due to the efforts of this Club in securing land for this development and to the coöperation of the City Council, which has abated back taxes. The Garden Club's tree planting program is expected to make this park a beautiful area. The Toledo Metropolitan Park Board is acquiring from the State title or long-term leases for portions of the land formerly occupied by the Miami and Erie Canal from Cincinnati to Toledo for park purposes. The park comprises a comparatively narrow strip between the canal and the Maumee River and contains many beautiful spots for scenic views. The policy of the Park Board is to pick up on long-term leases or in fee the land along the rivers and creeks of Lucas County (and eventually in other counties along the Maumee River) for public park purposes.

OKLAHOMA: In conjunction with the flood control and reclamation projects of the North Canadian River Channel, which passes through Oklahoma City, it is planned to develop the strips of land along the sides of the Channel as a park.

OREGON: An 80-acre park-site along Long Tom River on Siuslaw Highway between Eugene and Florence is now being cleared and prepared. About 7 miles of wayside forest have been acquired by the Commission along this highway. Portland reports that the movement to create a Memorial Park just south of the business district on a hillside tract is well under way, a donation of 40 acres having already been accepted by the city. There is also a movement to create a park on Johnson Creek, a small stream in a beautiful canyon.

PENNSYLVANIA: Delaware County reports the formation of a Park Commission, which will plan its parks and roadways, following the general plan of the Westchester County Parkway of New York. Lancaster, Chester, and Berks Counties are planning to acquire extensive mountain timberland tracts for forest parks and natural

scenery for conservation purposes. The Frankford section of Philadelphia has recently been bequeathed a gift of over 400 acres, which is expected to be used as a park and botanical garden. In March, 1932, the Greater Pittsburgh Parks Association was formed and incorporated for the purpose of promoting the study and development of parks, parkways, and recreation areas in Allegheny County, to be sponsored and financed by the Buhl Foundation. Two park projects are being planned for Shields, one of which, a 60-acre site in Leetsdale Borough, has been held by a Land Company for many years, so that the river-front might be preserved. It is now hoped that this area will be turned over to the Borough for park purposes. The Chester County Forest Park and Planning Association and affiliated groups are working on the acquisition of a park area of 100 acres north of West Chester.

RHODE ISLAND: By borrowing \$23,000 from the State Unemployment Fund, Westerly has not only given work to an average of 125 men for 4 months but has also been able to develop a new recreation area of 12 acres, converted from a rocky pasture to a level and well-drained playground.

TENNESSEE: From Chattanooga comes the report that practically all of the land on the slopes of Lookout Mountain has been acquired and developed for park and recreational purposes, thus preventing a beautiful area from becoming disfigured through uncontrolled erection of miscellaneous structures.

WASHINGTON: The Park Commission of Spokane has acquired 140 acres of park land just outside the city limits for municipal golf-links. Six hundred acres of scenic land, controlling Deep River Canyon have been acquired under the auspices of the *Spokesman-Review*, to be connected with the center of Spokane by 20 miles of scenic parkway, paralleling the Spokane River. These two projects made possible the employment of many who would otherwise have been without work at this time.

WISCONSIN: A 600-acre park, to be known as Hales Corners Park, is now being developed in Milwaukee by county authorities. An artificial lake, swimming-pool, and other improvements are being installed in the south half of Greenfield Park.

WYOMING: The development of the North Park System in Cheyenne is proceeding in accordance with original plans laid out some years ago. Landscape plans, covering from 15 to 20 acres, are prepared annually, followed by the planting of trees and shrubs in the ensuing year. The System is expected to be completed by next year. Plans of the Wyoming Commission for the celebration of the 200th Anniversary of the Birth of George Washington include "the creation of Memorial Parks and Boulevards in each of the counties of the State." Some of the land for this purpose has already been acquired.

HAWAII: One of the most interesting projects of the year, because of its spectacular development, is the creation and development of Moana Park—a large waterfront park—originally planned by the

Planning Commission, and now being carried out, with slight modifications, under the direction of the Honolulu Parks Board. This is a reclamation project of 65 acres, built on a coral reef from material dredged from the sea. While originally planned as a project for future development, it is now progressing rapidly as an emergency project to assist in the unemployment situation. Other park development projects of lesser size are also being speeded up under the present emergency plan.

CANADA

In Vancouver, areas for park purposes have been practically all set aside and the usual amount of development has been carried out in 1931 from general revenue. In addition, considerable development has been done under the "Relief Labor Programme." The Vancouver Board of Park Commissioners has full charge of all park projects. The funds have been supplied by the City Council, either through general revenue or by bond issue for a specific project. "Relief Funds" are supplied jointly by the Federal and Provincial Governments of the city. In 1931, a 12-acre tract in Stanley Park was developed as an 18-hole golf-course by the Park Board. The British Columbia Hotels Association, the City Hall staff, the city firemen, and the city's outside employees contributed \$14,250 toward this project and toward the development of Kitsilano Beach. Other developments have been made at English Bay, Spanish Banks Beach, and Stanley Park Beach.

IN modern city life, parks, parkways, and playgrounds are quite as essential as schools and homes. Not only do most cities need new parks to serve increasing urban populations, but they generally need more parks to serve existing populations, for today both young and old are discovering new uses for parks.

Science and City Trees

By JOHN C. MERRIAM, President Carnegie Institution, Washington, D. C.

ALTHOUGH modern city life requires such intensive occupation of land as almost to eliminate natural features, we still hold to the idea that growing things constitute an essential part of our environment. Just as we see special value in features of primitive nature which were once considered obstacles in the path of progress, so, now that the tree and other living things have been pushed to outer limits of the city, we come to recognize their importance.

The fact that today we long for the freedom of outdoor life, and appreciate more than ever the unmodified beauties of nature, does not mean that forthwith we shall give up advantages of civilization and return to savagery. Neither does loss of the tree from crowded portions of the city mean that in order to find a continuing place for trees we shall relinquish anything of real significance acquired in development of the great metropolis.

Centuries ago, growth of cities resulted in narrowing the space for traffic until many streets became alleys. Modern transportation and increasing height of certain structures has permitted widening city limits, allowing more space for dwellings in the peripheral portion, and at the same time broadening streets is permitted, giving increased air-space in the central region.

Engineering development in cities has tended to eliminate contact with soil, dust, and mud by clothing the ground with concrete or asphalt. Such planting as remains has in large part established its relation to mother earth through relatively small perforations in pavements. The result has been reduction in possibilities for maintenance of existing trees and increasing difficulty in cultivation of new plantings. The question has naturally arisen whether in the perfected city, protected from contaminating soil, the beauty of foliage and grateful shade of the tree can have an important place.

Although we have abundant information regarding evolution of engineering methods in city-building, we are not yet sufficiently acquainted with the growth-process of trees to know fully the relations of living plants to light, heat, and elements

of the atmosphere in a city; nor have we more than the beginnings of knowledge concerning requirements of the root-system and how it accommodates itself to the soil so largely covered by pavements. With all of the advance in study of vegetable growth, we are still far from having a knowledge of operation in the plant mechanism corresponding to our acquaintance with the steps by which flow of gasoline into the engine of an automobile can produce combustion, transmuting itself into power applied in locomotion.

The mechanism of a tree must be recognized as a vastly delicate and beautifully balanced organization. Science has given us a partial understanding of what takes place in its functioning, but the thing which we call life, represented in growth and development, is still among the greater mysteries. We must realize further that even when we determine the general processes of life and growth in a tree, there will still remain need for knowledge of the vast range of differences in which this mode of operation expresses itself in the multitude of types of trees with their variety of foliage, trunk, and root. Classification of plants has of necessity limited itself in large measure to study of flowers, leaves, and general structure. There is still a large, unexplored field in the comparison of physiological processes of trees.

When one approaches the problem of adaptation of the tree to changing conditions of the city there is faced, among numerous problems, the lack of information as to what the tree does and how it accommodates itself, and secondly, the need for information as to how different types adjust themselves to varying conditions.

In addition to need for investigating habits of the tree, it would be important to know in as practical a way as possible the story of what has happened to trees through their direct relation to engineering development of a city, such as Washington, noted for its trees. Full records will tell precisely what has happened in engineering development, and when it happened. It is possible to learn the story of pavement, sidewalk, and the multitude of structures in the form of sewers, gas-pipes, and conduits for electric wiring of various types which lie beneath the streets.

Fortunately, there is also available in every tree a record of

its history. As the trunk forms, layers of wood build out around the stem. The accumulation for each year is generally clearly defined in contrast to that of the years preceding and following. Various conditions, such as moisture, heat, and light, which affect the growth of the tree are recorded in the wood. Favorable conditions accelerate growth; unfavorable ones retard it. This change of pace may be recorded in thickness of the rings of wood or in nature of the cells produced. Extension of any engineering feature in such manner as to influence the growth disadvantageously is recorded in the tree.

To read the record of changing conditions in trees may be a difficult task, but science sets itself to obtain the solution of many problems, the answers to which seem at first beyond reach. The microscope and innumerable devices for measuring minute quantities have contributed to practical everyday life much which once seemed beyond the range of human ability. In an effort to learn what has happened in the history of trees in a city we would have both the record within the tree-trunk and the precise account of engineering operations. There could also be obtained from near-by yards the records of trees which were not influenced by engineering work. Taken together, these sources of information should give us a story of tree-growth as influenced by city development.

Much has been done in study of how the tree can maintain and improve its place in the city. In addition to the large volume of data available, we may expect further contribution to fundamental knowledge of plant-growth, its variation in different types, and concerning the history of what has happened to trees in city building. On the basis of such data, we may expect to formulate plans by which the tree will keep its close association with places of human habitation.

THE great lava-flow of cement which is submerging sidewalks and road-beds in American cities often carries devastation to many street trees. Underground utilities, installed without the advice of tree experts, are taking even greater toll. Pending the day when Science may develop trees which will "tolerate" leaking gas-mains, lack of water, and cramped root-space, we might save the trees we have by insisting that landscape designers participate in laying out streets, that tree experts be employed and clothed with authority to prevent damage from construction and installation of underground utilities.

“If Eyes Were Made for Seeing”

By CHARLES H. CHENEY, Palos Verdes Estates, California

WITH the bubble of fictitious land-values pretty generally pricked by The Depression, and an era of heartrending economy upon us, the honestly attractive districts of our cities stand out more than ever. Ugly streets and ugly buildings are the hardest to live with, to rent, or to sell. Of all the follies uncovered by these times, that of allowing nine-tenths of the buildings in our cities to be badly designed, off color, inappropriate and depreciating to their neighborhood, becomes most painfully apparent. Carelessness and neglect did it. And now we begin to see that the lack of planning and forethought in every line of human endeavor has nowhere brought about such enormous losses as in these wasteful millstones of ugly buildings around our necks. At least we should put a stop to further waste of this kind.

It is exceedingly encouraging, therefore, to find definite legal and constructive steps being taken to handle the problem. At least one city has said that in the future everything built in its most noted district hereafter be appropriate, and an asset instead of a liability.

Charleston, South Carolina, in October, 1931, set up a definite legal precedent for the cities of the nation when in its Zone Ordinance it established effective architectural control for that portion of the city famous for a century as the “old and historic Charleston district.” No building or structure can be constructed or altered in this entire area unless its “exterior architectural features which are subject to public view from a public street or way” are approved by a well-qualified Board of Architectural Review.

This Board of Review may only be appointed from controlled nominations made by the Institute of Architects, Carolina Art Association, City Planning and Zoning Commission, American Society of Civil Engineers, and the Real Estate Exchange, each of which has one representative named from a list of nominees presented by it to the City Council, in case of a vacancy. Thus the quality of personnel is assured as it has been so successfully maintained, likewise by controlled

nominations on the New York City Art Commission, Philadelphia Art Jury, etc. The ordinance goes on to state:

"Section 42—General. In order to promote general welfare through the preservation and protection of historic places and areas of historic interest, applications for building permits and for Certificates of Occupancy in the Old and Historic Charleston District must be approved as to exterior architectural features which are subject to public view from a public street or way, before a building permit or Certificate of Occupancy may be issued by the Administrative Officer. Such requirement is in addition to the other provisions of this ordinance. . .

"Section 45—Powers and Duties. It shall be the function and duty of the Board of Architectural Review to pass upon the appropriateness of exterior architectural features of buildings and structures hereafter erected, reconstructed, altered, restored or used in Old and Historic Charleston District wherever such exterior features are subject to public view from a public street or way.

"Section 46—Review of Plans. All plans, elevations, and other information necessary to determine the appropriateness of the features to be passed upon, together with a copy of the application for building permit or Certificate of Occupancy, shall be made available to the Board of Architectural Review through the offices of the Administrative Officer.

"The Board of Architectural Review in passing upon cases shall consider, among other things, the general design, arrangement, texture, material, and color of the building or structure in question and the relation of such factors to similar features of buildings in the immediate surroundings. . . .

"In case of disapproval, the Board of Architectural Review shall state the reasons therefor in a written statement to the applicant and may advise the applicant and make recommendations thereto in regard to appropriateness of design, arrangement, texture, material, color, and the like of the property involved.

"Section 47—Approval. Upon approval of the plans, the Board of Architectural Review shall forthwith transmit a report to the Administrative Officer stating the bases upon which such approval was made and cause a Certificate of Appropriateness to be issued to the applicant. If the Board of Architectural

Review shall fail to take final action upon any case within forty-five (45) days after the date of application for permit, the case shall be deemed to be disapproved, except where mutual agreement has been made for an extension of the time limit."

The control of bad building design is, in a democratic community, a natural and necessary function of the building department of the city, subject to the aid of a competent board of architectural review like that of Charleston.

It is equally ruinous for a city to neglect the protection of homes or any kind of building or investment in property, as to a reasonable decency of design, as it is to neglect the safety of such buildings or their sanitation. Both these latter services have long been handled by competent officials, in advance of issuing building permits. No modern city would think of doing without them. Establishment of architectural control is but an extension of the same kind of protection.¹

That the courts will sustain such legislation in the interests of the public welfare, if the ordinance is reasonably enforced, seems more than likely. For the "mind of the court," as it is called, has been steadily moving along with public opinion. More than ten years ago there was a famous decision which said "it is time that the courts recognized the esthetic as a factor in life. Beauty and fitness enhance values in public and private structures. But it is not sufficient that the building is fit and proper standing alone; it should also fit in with surrounding structures to some degree."²

Charleston's important step forward is but another advance from similar use of the police power established by Congress a year previously for Washington, D. C. There approval of plans of private structures within 200 feet of most of the public building groups of the city was placed in the hands of the National Commission of Fine Arts.³ This action followed the earlier successful experience of Santa Barbara, which, after the earthquake of 1925, required all rebuilding plans to be approved by a board of architectural review and thereby succeeded in securing some 2,000 buildings in Old Californian style of permanent value to the city.⁴

¹See Progress in Architectural Control and Legal Authority for Architectural Control in Proceed. Nat. Conf. on City Planning, Washington, 1927, pp. 248-68.

²State vs. Houghton (Minn. 1920). Reported in N. W. 159.

³Shipsted-Luce bill of 1930, Pub. No. 231, 71st Congress.

⁴How Santa Barbara Profited from Architectural Control, Am. Civic Annual, 1929, p. 189.

"The chief purpose of a city is to give satisfaction to human wants. The first of these wants is means of livelihood and the second an agreeable environment. In proportion as it serves these wants a city approaches the limited degree of perfection, in respect to living conditions, that the art of man can attain," says Thomas Adams.

"Abraham Lincoln expresses it in these lines: 'I like to see a man proud of the place in which he lives, I like to see a man live so that his place will be proud of him' . . .

"To give strength and add beauty to the city, to give wholesome environment to the citizens in their homes and places of work, to lessen waste and inefficiency caused by congestion will not lessen, but will add to, the real values of property. But, above all, they will add also to the health and happiness of the citizens and to the sum of human efficiency that constitutes the foundation of wealth and of progress, bringing in their train that love of city which makes it a home. . . .

"An environment that satisfies such natural craving as exists for beautiful things also engenders civic spirit."⁵

Although confronted with billions of dollars of investments in bad buildings, our cities, perhaps, would have muddled along without doing anything about it if we had not been sobered by the Great Depression of 1929-32. The orgies of spending for enormous street and other public projects must now largely be curtailed, or held up for an indefinite period. Taxpayers are unable to stand further assessments for some time. The attention of city planning boards and civic workers must therefore inevitably turn toward those things that can be done without capital expenditures, and which will give greater protection to building investment. Better adapted zoning and architectural control are two such measures. They may be expected to become of vastly enlarged importance in the time of rebuilding our fortunes.

There are types of communities in which positive beauty is peculiarly essential: Health and pleasure resorts, residential towns and suburbs, capitals and great metropolitan centers, as Prof. and Mrs. Hubbard so well pointed out in 1929, in "Our Cities Today and Tomorrow."⁶

⁵Thos. Adams, *Regional Plan of New York and Environs* II, pp. 79, 96, 97, and 103.

⁶See also *Individuality of Cities* in *Am. Civic Annual*, 1931, p. 208.

But the great metropolitan centers can hardly be expected to do anything in the way of architectural control until they develop broader leadership. They have too enormous an agglomeration of congested buildings and of neglected and ugly streets to seem to know where to begin. Yet the object lesson of the priceless 200-acre model village of Forest Hills, Long Island, within the boundaries of the greater city of New York, undoubtedly has set many to thinking in that area. Though its complete architectural control was established by private restriction, the effect attained is the same. There is not an ugly or inappropriate building in its whole boundaries. Its property values and the desirability of living will be found to hold up, even in the time of depression.

The ballyhoo for city planning, like the ballyhoo for many other products of our past decade, was too far ahead of performance. When we take stock of ourselves we find today nearly a thousand planning commissions in as many cities large and small. Some of them have been going for fifteen years, most less than half that time. All now find their budgets seriously cut, and 90 per cent of them are still "plan-less." It is unfortunate, but likely, that a large number will be abolished during the next few difficult years, unless they can give up amateur methods and produce business-like and competent city plans, worked out by trained city planning experts. The city plan is one of the biggest and most difficult problems of all time and can only be competently attacked and solved by the use of specially trained men.

In the same way architectural control is a delicate and most important matter for public action. Success with it, however, is not likely to be attained on any permanent basis unless thoroughly competent advice is taken, public opinion is fully informed, and the city council backed up by intelligent and consistent support.

Who's Who in Civic Achievement

MEMBERS OF THE AMERICAN CIVIC ASSOCIATION

- † Life Member
- ‡ Member of Executive Board
- * Member of a Federal City Committee
- ‡ Member of a Federal City Committee, also General Member
- ‡ Officers of Subscribing Organizations

- ABBOTT, CHARLES F., New York City. Exec. Dir. Am. Inst. of Steel Constr., Inc.
- *ABBOTT, CLINTON G., San Diego, Cal. Dir. Nat. Hist. Mus.
- ABBOTT, MRS. GORDON, Boston & Manchester, Mass. V.P. North Shore Garden Club; Chmn. Com. for the Study & Preservn. of Local Landscape Beauty, Garden Club of Am.; Sec. Central Com., Soc. for the Preservn. of Scenic & Hist. Essex Co., Mass.; Mem. Welfare Com., Children's Hosp., Boston.
- ABELL, MRS. EDWIN F., Baltimore, Md. Dir. Women's Civic League.
- *ABRAMS, LEROY, F. A. A. S., Palo Alto, Cal. Botanist, Stanford U., Cal. Mem. Am. Bot. Soc.; Cal. Acad. of Sci.
- ACHESON, M. W., JR., Pittsburgh, Pa. Lawyer. Trustee Washington & Jefferson Coll., Shady Side Acad.; Pres. Leg. Aid Soc., Housing Assn., Fed. of Social Agencies, Nat. Assn. of Leg. Aid Orgns., Allegheny Cemetery; Chmn. Pa. Com. for Old Age Security; a dir. Publ. Charities Assn. of Pa.
- ADAMS, BYRON S., Washington, D. C. Printer. Mem. U. S. C. of C.; Washington C. of C.; Bd. of T.; Better Bus. Bur.; Oldest Inhabitants Assn.; Mt. Pleasant Citizens' Assn.; Boys Club of Washington.
- ADAMS, F. J., Omaha, Nebr. Organizer & Pres. Fontenelle Forest, a Natural Park, Bird & Wild-life Sanctuary; Mem. C. of C.
- *ADAMS, HOWARD A., Seattle, Wash.
- ADAMS, JOSEPH, Chicago, Ill. Trustee & V.P. Chicago Orchestr. Assn.; Trustee Hist. Soc.; Ill. Humane Soc.; Mem. Field Mus. of Nat. Hist.; Nat. Assn. of Audubon Socs.; Mun. Art League; Art Inst.; Chicago Crime Commn.; Citizens' Assn.; Mun. Voters' League; Legisl. Voters' League; Civ. Serv. Assn. of Chicago; Civ. Serv. Reform Soc., N. Y. C.; Anti-Cruelty Soc.
- †ADAMS, THOMAS, Cambridge, Mass., & London, Eng. Professor. Consultant, Reg. Plan Assn., Inc., N. Y. C.; Asso. Prof. of Res., Sch. of City Planning, Harvard U.; Lecturer on Civic Design, Mass. Inst. of Tech.; Mem. City Planning Inst.; past Pres. Town Planning Inst., London, Eng.; Hon. Mem. A. I. A.
- ADAMS, JANE, Chicago, Ill. Settlement Worker. Lecturer. Author of numerous books on civic affairs. Founder social settlement, "Hull-House"; Mem. Woman's City Club; Woman's Club; Nat. Child Labor Com.; Nat. Conf. on Social Work.
- AFFLECK, BENJAMIN F., Chicago, Ill. Pres. Universal Atlas Co. Dir. Chicago Reg. Planning Assn.; Mem. Assn. of Commerce; Acad. of Polit. Sci. (Columbia U.); Am. Acad. of Polit. & Social Sci.; Am. Polit. Sci. Assn. (U. of Pa.); Field Mus. (Chicago).
- †AHLSTROM, C. F., New York City.
- *AINSWORTH, MRS. C. F., Phoenix, Ariz.
- ‡‡AINSWORTH, J. C., Portland, Ore. Banker. Mem. City Planning Commn.; past Chmn. St. Highway Commn.
- ALBRIGHT, HORACE M., Washington, D. C. Dir. Nat. Park Serv., U. S. Dept. Interior. Mem. Nat. Cap. Park & Planning Commn.; Am. Forestry Assn.; Am. Soc. Mammalogists; Am. Bison Soc.; Sierra Club.
- ‡ALDEN, CHARLES H., Seattle, Wash. Architect. Chmn. City Planning Commn.; Mem. Wash. Chapt. A. I. A.; Traffic & Safety Com.; Pac. N. W. Assn. of Planning Commns.; Nat. Conf. on City Planning; Seattle Mun. League; Zoning Commn.; Zoning Com., City Planning Commn.; Bldg. Code Rev. Com.; City Plan & City Dev. Coms.
- *ALDIS, ARTHUR T., Chicago, Ill. Sec. Friends of Am. Art Assn.; Trustee Art Inst.
- ALEXANDER, MRS. A. J. A., Spring Station, Ky. Bulletin correspondent, Garden Club of Lexington; Co. V.P. Woman's Club, Lexington.
- ALLEN, HAROLD, Washington, D. C. Special Attorney, Bur. of Internal Revenue. Mem. Potomac Appalach. Trail Club; Bd. of Govs. Art Club; Oregon Trail Memor. Assn. Editor "Guide to Paths in the Blue Ridge."
- *ALLEN, R. C., Bonita, Cal.
- AMES, GEORGE M., Grand Rapids, Mich.
- AMES, JOHN S., Boston, Mass.
- ANDERS, JAMES M., Philadelphia, Pa. Physician. Chmn. Better Homes in Am.; Mem. Bd. of Mgrs., City Parks Assn.; Reg. Planning Fed., Phila. Tri-St. Dist.
- ANDREWS, CHARLES E., JR., New Bethlehem, Pa. Pres. 1st Nat. Bk.
- *ANSFELD, FREDERICK, Montgomery, Ala. Architect.
- *ARMSTRONG, L. K., F. A. A. S., Spokane, Wash. Mem. N. W. Sci. Assn.; English-Speaking Union; Hon. Mem. Assn. of Engrs. of Spokane.

- ASHMAN, MRS. GEORGE C., Peoria, Ill. Chmn. City Planning Commn.; past Pres. Women's Civic Fed.; Mem. Woman's Club; Mothers' Club.
- §ASPINWALL, CLARENCE A., Washington, D. C. Pres. Security Storage Co. Mem. Exec. Com., Community Chest; Choral Festival Assn.; Trustee George Washington U.; V.P. Garfield Memor. Hosp.; Fine Arts Soc.; Treas. Friends of Music, Libr. of Congress.
- ATHERTON, MRS. PETER LEE, Glenview, Ky.
- §ATKINSON, WADE H., Washington, D. C. Physician. Mem. Bd. of T.; Optimist Club.
- ATWATER, HELEN W., F. A. A. S., Washington, D. C. Home Economist. Editor *Journal of Home Economics*. Mem. scientific staff, office of Home Economists, Dept. of Agr., 1909-23. Served as Exec. Chmn., Dept. of Food Production of Woman's Com., Council of Nat. Defense. Mem. Am. Home Econs. Assn.; White House Conf. on Child Health & Protection; President's Conf. on Home Bldg. & Home Ownership. Author of numerous bulletins (Dept. of Agr.), & other publications on nutrition & home economics.
- AUB, DARRELL P., Washington, D. C. Dir. Wash. C. of C.; Kiwanis Club.
- ♀AUSTIN, O. P., Washington, D. C. Sec. Nat. Geog. Soc.
- AVERY, MYRON H., Washington, D. C. Admiralty Attorney, U.S. Shipping Bd. Maine Guide. Chmn. Bd. of Mgrs., Appalach. Trail Conf.; Pres. (one of Founders) Potomac Appalach. Trail Conf. Jt. Author Katahdin Bibliography.
- BABBOTT, FRANK L., New York City. Retd. Manufacturer. Pres. Packer Collegiate Inst.; Inst. Art & Sci.; Trustee Publ. Libr.; Acad. of Music (Brooklyn); V.P. Free Kindergarten Soc.; Mun. Art Commn.; Bd. of Edn., N. Y. C.
- †BACKES, H. J., Humphrey, Nebr. Nurseryman.
- *BACON, JOHN L., San Diego, Cal.
- BADE, WILLIAM FREDERIC, F. A. A. S., Berkeley, Cal. Professor. Pres. Cal. Assn. Soc. for Conservn. of Wild Life; V.P. Soc. for Preservn. of Nat. Parks; Mem. Council, "Save-the-Redwoods" League; Mem. Cal. Acad. of Sci.; Cal. Conf. of Social Work; Am. Philol. Assn.; Nat. Inst. of Social Sci.; Sierra Club. Editor *Sierra Club Bull.*; Lit. Executor of John Muir; Dir. Tell-en-Nasbeh Expdn. to Palestine.
- BAER, FRANK L., Washington D. C. Writer. Mem. Nat. Press Club; Ill. St. Hist. Soc.; Wis. St. Hist. Soc.; Mich. St. Hist. Soc.
- *BAILEY, WHEELER J., San Diego, Cal. Merchant. Dir. (past Pres.) San Diego Mus.; Pres. Archæol. Soc.; Mem. La Jolla Civic League.
- BAKER, GEORGE BRAMWELL, Chestnut Hill, Mass. Retd. Banker. Dir. Brookline Trust Co.; Mass. Soc. Prevention Cruelty to Children; Dir. Boys' Club Fed. of Am.; Trustee Boston U.; Mem. (past Pres.) Chestnut Hill Garden Club; Mem. (past Pres.) Bd. of Overseers, Boys' Clubs of Boston.
- BAKER, HORACE F., Pittsburgh, Pa. Attorney at Law. Dir. (past Pres.) Civic Club of Allegheny Co.; Dir. & Treas. Fed. of Social Agencies; Dir. Welfare Fd.; Woods Run Settlement; Pa. Publ. Charities Assn.; Trustee Family Welfare Assn.
- ♀BALDWIN, FRANK C., Washington D. C. Architect. Sec. A. I. A.; Dupont Circle Citizens Assn.; past Sec. Mun. Plan Commn., Detroit, Mich.
- BALDWIN, MRS. PORTER, West Palm Beach, Fla. Dir. West Palm Beach C. of C.; Pres. West Palm Beach Garden Club; Animal Rescue League of the Palm Beaches; V.P. St. Fed. of Garden Clubs; Mem. Girl Scouts Council; Am. Hort. Soc.; Mass. Hort. Soc.; Fla. Audubon Soc.
- †BALL, GEORGE A., Muncie, Ind. Manufacturer. Mem. "Save-the-Redwoods" League.
- §BALLOU, FRANK W., Washington, D. C. Supt. of Schools. Mem. (past Pres.) Dept. of Superintendence, N. E. A.; Dir. Wesley Heights Community Club; Trustee Publ. Libr.; Mem. A. A. S.; Nat. Assn. Dir. of Ednl. Res.; C. of C.; Bd. of T.; Com. on Problems & Plans in Edn., Am. Council on Edn.; Sec. Commn. on Investigation of Social Studies; Com. on Tests, Am. Hist. Assn. & many others.
- ♀BANNWART, CARL, Newark, N. J. Supt. Shade Tree Div. of Dept. of Parks & Publ. Property. Dir. (past Pres.) N. J. Fed. Shade Tree Commrs.; Dir. Broad St. Assn.
- *BARBER, A. B., Bethesda, Md. Mgr. Transportation & Communication Dept., U. S. C. of C. Dir. (past Pres.) Bradley Hills Community League; Nat. Conf. on Street & Highway Safety; Mem. Interfed. Conf. of Civic Feds. of Greater Washington Met. Area; Advisory Com. (past Pres.), Montgomery Co. Civic Fed.
- *BARBER, OSCAR, Berkeley, Cal.
- BARD, ALBERT S., New York City. Lawyer. Mem. Exec., Legis., & City Coms. of Citizens Union; Trustee Legis. Com., City Club; V-Chmn., Counsel & Mem. Exec. Com., Nat. Council for Protection of Roadside Beauty; Mem. Nat. Conf. on City Planning; Nat. Mun. League; Prop. Rep. League.
- *BARD, HOWARD B., San Diego, Cal. V.P. San Diego Mus. Mem. Civic Assn.; Bd. State-County Parks Assn.; Civic Com., C. of C.; Exec. Dir. Open Forum.
- †BARKER, SARAH MINCHIN, Providence, R. I. Mem. Bd. of Civic Impr. & Park Assn.; Providence Players (past Dir. Drama & Pageantry for Providence).

- *BARNES, JAMES P., Albany, N. Y.
 †BARNES, JULIUS H., New York City.
 Chmn. Bd. of Dirs., U. S. C. of C.
 BARNETT, B. D., Dallas, Tex. Dir.
 Oakcliff C. of C. (Chmn. Com. on
 Planting & Roadside Beautification).
 BARNETT, ROBERT C., Jefferson City,
 Mo. Statistician. Chmn. City Plan
 Com., St. C. of C.; V-Chmn. City
 Planning & Zoning Commn.; Sec.
 Highway & City Beautification Com.,
 C. of C.
 BARNEY, W. POPE, Philadelphia, Pa.
 Architect. Chmn. Phila. Chapt. A. I.
 A. Com. which prepared accepted
 plans for entrance to Fed. City from
 North; V-Chmn. Edn. Dept., Beaux
 Arts Soc. of N. Y.; Sec. Steward-
 son Traveling Scholarship Com.;
 Mem. Penn Club; Art Alliance; Art
 Club; Print Club; Fairmount Park
 Art Assn.; Pa. Acad. of Fine Arts;
 Archtl. League of N. Y. (recipient of
 Gold Medal of Honor in Architecture,
 1929).
 BARRON, LEONARD, F. A. A. S., Gar-
 den City, L. I. Horticulturist. Editor
The Water Garden, The Garden Library;
 Hort. Ed. *American Home, Country*
Life. Mem. Landscape Com., L. I.
 C. of C.; Hort. Soc. of N. Y.; Am.
 Soc. Hort. Sci. Author "Lawns and
 How to Make Them," "Flower Grow-
 ing," "Book of Gardening."
 *BARROWS, DAVID, Berkeley, Cal. Pro-
 fessor of Polit. Sci.; Dean (past Pres.)
 U. of Cal. Mem. Cal. St. Commn. on
 Rural Credit & Colonization; Dir. East
 Bay Publ. Utility.
 †BARTHOLOMEW, HARLAND, St. Louis, Mo.
 City Planner. Engr. City Planning
 Commn.; expert adviser & dir. of
 preparation of zoning ordinances for
 Washington, D. C.; Pres. Nat. Conf. on
 City Planning; St. Louis Park & Play-
 ground Assn.; Mem. (past Pres.) Am.
 City Planning Inst.; Non-resident
 Prof. of Civic Design, U. of Ill.
 BARTRAM, FRANK M., Kennett Square,
 Pa.
 †BASSELIN, THEODORE B., Croghan, N. Y.
 BASSETT, EDWARD M., New York City.
 Lawyer. Ex-Congressman. Mem. (past
 Chmn.) Heights of Bldg. Commn.;
 Zoning Commn.; (past Pres.) Nat.
 Conf. on City Planning; Counsel Zon-
 ing Com. of N. Y. C.; Mem. Com. on
 Zoning & City Planning, Dept. of
 Commerce.
 BATES, ONWARD, Chicago, Ill. Retd.
 Civil Engineer. Trustee Bur. Publ.
 Efficiency for 13 yrs.; (past Pres.) A. S.
 C. E., Chicago, Ill., & Augusta, Ga.
 BATTLE, GEORGE GORDON, New York
 City. Lawyer. Pres. Nat. Com. on
 Prisons & Prison Labor; Chmn. Adv.
 Bd. Park Assn.; N. Y. St. Adv. Com.
 on Prison Industries (apptd. by Govern-
 or); Bd. of Trustees Civic Forum;
 Trustee N. Y. St. Roosevelt Memor.;
 N. Y. Zool. Soc.; Mem. Adv. Bd., Big-
 Brother Movement; Adv. Council,
 League for Am. Citizenship; Bd. of
 Dirs., Girls Serv. League; (past Pres.)
 N. Y. Southern Soc.; (past Pres.) Parks
 & Playgrounds Assn.
 BAYLIES, WALTER C., Boston, Mass.
 Merchant.
 BAYLIS, MRS. WILLARD, Chisholm,
 Minn. Dir. Gen. Fed. Women's Clubs;
 past St. Chmn. Minn. Forest Week;
 Sec. St. Louis Co. Child Welfare Bd.;
 Mem. Bd., St. Fed. Women's Clubs;
 Mem. Nat. Club of Past St. Presidents;
 Miss. Valley Council; Nat. Dirs.' Coun-
 cil; St. Safety Council; Nat. & St. Conf.
 on Social Work.
 †BAZELEY, A. L., Boston, Mass. State
 Forester.
 *BEACHE, E. L., Palo Alto, Cal. U. S. N.
 Author.
 BEACOM, MRS. WILLIAM H., Wilmington,
 Del. Pres. Wilmington Center Drama
 League of Am.; Dir. for Del., Gen.
 Fed. Women's Clubs; Sec. Prisoners'
 Aid Soc.; Mem. (past Pres.) Del. St.
 Fed. of Women's Clubs; Adv. Council,
 League of Nations Assn.; Del. Branch,
 League of Nations Assn.; New Century
 Club; Rehoboth Village Impr. Assn.
 †BEBB, CHARLES H., F. A. I. A., Seattle,
 Wash. Architect. Superv. Archt.
 Washington St. Capitol group; firm
 Archt. U. of Washington bldgs.
 BECKMAN, F. WOODS, Altoona, Pa.
 Realtor. Dir. Pa. Housing & Town
 Planning Assn.; Chmn. Com. on City
 Planning & Mun. Affairs, Altoona
 R. E. Bd.; Taxpayers Com., Altoona
 & Blair Co.; Mem. Nat. Housing Assn.;
 Internat. Fed. Housing & Town Plan-
 ning; Nat. Conf. on City Planning;
 Nat. Geog. Soc.; Nat. Mun. League.
 BECKWITH, MRS. DANIEL, Providence,
 R. I.
 †BEER, PAUL, Des Moines, Ia. Pres. The
 Flynn Dairy Co. Mem. Exec. Com.,
 Bur. of Mun. Res.; Mem. City
 Planning Commn.; City Zoning
 Commn.; Greater Des Moines Com.;
 Playground Com.
 BEGGS, MRS. FREDERICK, Wykoff, N. J.
 Chmn. Dept. of Internat. Relations,
 N. J. St. Fed. of Women's Clubs;
 V-Chmn. N. J. Com. Cause & Cure of
 War; Mem. Adv. Bd., Passaic Co.
 Planning Assn.; (past Pres.) Paterson
 Bd. of Recr.; Paterson Woman's Club.
 *BELCHER, FRANK J., JR., San Diego, Cal.
 BELL, MRS. CHARLES J., Washington, D. C.
 BEMENT, ALON, New York City. Artist.
 Dir. Nat. Alliance of Art & Industry.
 †BENNETT, EDWARD H., Chicago, Ill.
 †BENNETT, J. M., Detroit, Mich. Supt. of
 Parks & Forestry, Bd. of Wayne Co.
 Rd. Comms. & Bd. of Wayne Co.
 Park Trustees; Mem. (past Pres.) Exec.
 Council, Mich. Assn. of Mun. Co. &
 Publ. Utilities Foresters. Sp. writer &
 consultant, *Detroit Free Press* (Garden
 Dept.). Author "Roadside Develop-
 ment."
 BENTLEY, HENRY, Cincinnati, O. At-
 torney at Law. Pres. City Charter Com.
 BERNHEIM, ISAAC W., F. A. G. S., Denver,
 Colo. Mem. Am. Assn. for Labor

- Legisl.; Am. Forestry Assn.; Am. Econ. Assn.; Acad. of Polit. Sci.; Nat. Recr. Assn.; Nat. Com. on Prisons & Prison Labor. Donor of Abraham Lincoln statue, by George Grey Barnard, in front of Public Library, Louisville, Ky.; of statue of Henry Clay & Ephraim McDowell in Statuary Hall, Washington, D. C.; of 13,000 acres of land near Louisville, Ky., for public use as arboretum & herbarium, & of Library Bldg. to Hebrew Union Coll., Cincinnati, O.
- †BERNHIMER, CHARLES L., F. A. G. S., New York City. Merchant. Chmn. of Bd., Bear Mill Mfg. Co.; Hon. Pres. Am. Arbitration Assn.; Patron Mus. Nat. Hist.; V.P. N. Y. Bd. of T.; Mem. N. Y. St. C. of C. (Chmn. Arbitration Com., apptd. 21 consecutive times); Internat. Law Assn.; Am. Geog. Soc.; Met. Mus. Art; Adv. Com., Sch. of Bus., Columbia U. Author of numerous publications, including "Rainbow Bridge." Largely instrumental in opening up desert country between Colorado River & Navajo Mtn. in northern Arizona & southern Utah. Discovered many unknown cliff ruins & dinosaur tracks, pronounced by Am. Mus. of Nat. Hist. as most perfect specimens ever discovered.
- †BETTMAN, ALFRED, Cincinnati, O. Lawyer. Mem. Bd., Bur. of Govt. Res.; Better Housing League; Ohio Inst.; Chmn. City Planning Commn.; Reg. Crime Assn.; V.P. Nat. Conf. on City Planning; Chmn. local Fed. City Com., A. C. A.; Mem. Nat. Mun. League; Am. City Planning Inst.
- BICKEL, REDDICK H., San Francisco, Cal. Architect & City Planner. Mem. Internat. Fed. Housing & Town Planning; C. of C.; Bur. of Mun. Res.; Commonwealth Club; City Planning Com.
- *BICKLEY, HOWARD L., Santa Fe, N. M. Justice Supreme Court, N. M. Mem. N. M. League of Municipalities; Kiwanis Club; C. of C. City Attorney of Raton, N. M., for 10 years.
- †BIDDLE, GERTRUDE BOSLER (MRS. EDWARD W.), Carlisle & Philadelphia, Pa. Dir. Nat. Recr. Assn.; Tri-St. Reg. Planning Fed.; City Parks Assn.; Dir. Art Alliance; Mem. (by appt. of Governor) St. Council of Edn.; Bd. of Govs. Phila. Forum; Founder & for 10 yrs. Pres. Civic Club of Carlisle; for 7 yrs. Pres. Civic Club of Phila.; Pres. 1907-11 St. Fed. Pa. Women's Clubs, specializing in civic improvements; V.P. & Chmn. Phila. Fed. City Com., A. C. A.; V.P. A. C. A. With brothers & sisters built & endowed Publ. Libr. in Carlisle; with husband presented equipped athletic field to Dickinson Coll.
- *BIGGER, FREDERICK, Pittsburgh, Pa. Architect & Town Planner. Dir. & Exec. Citizens' Com. on City Plan.; Dir. & Sec. Pa. Housing & Town Planning Assn.; Dir. Pittsburgh Housing Assn.; Pres. Am. City Planning Inst.; Mem. Art Commn.; Pa. St. Art Commn.; City Planning Commn.; Civic Club of Allegheny Co.; Nat. Housing Assn.; Nat. Conf. on City Planning; Am. Fed. of Arts; A. I. A.; Council, Internat. Fed. Housing & Town Planning.
- BING, ALEXANDER M., New York City. Exec. Com. N. Y. Bldg. Congress; Pres. City Housing Corp. Promoter of Sunnyside & Radburn.
- BIRD, MRS. GEORGE E., Yarmouth, Me. Pres. (for 20 yrs.) Village Impr. Soc.
- *BISHOP, CARL, Santa Fe, N. M.
- ‡BISSON, ALEXIS F., Manchester, N. H. Pres. Manchester R. E. Bd.; Fire & Casualty Assn.; Chmn. City Planning Bd.
- BLACK, RUSSELL VAN NEST, New Hope, Pa. City Planner & Landscape Architect. Mem. Nat. Mun. League; Nat. Conf. on City Planning; Am. City Planning Inst.; A. S. C. E.; A. S. L. A.; English Garden Cities; past Dir. Plans & Surveys, Reg. Planning Fed. Phila. Tri-St. Dist.
- BLADGEN, MRS. FRANCIS, New York City.
- BLAIN, MRS. THOMAS J., Port Chester, N. Y. Mem. Westchester Co. Recr. Commn.
- †BLAINE, MRS. EMMONS, Chicago, Ill. Founder Sch. of Edn., U. of Chicago.
- §BLAIR, HENRY P., Washington, D. C. Lawyer. Mem. C. of C.; Bd. of T.
- *BLAIR, JOHN J., Raleigh, N. C. Pres. Civitan Club; Treas. N. C. St. Art Soc.; Chmn. Civic Com., C. of C.
- †BLAKE, MRS. ARTHUR WELLAND, Brookline, Mass.
- *BLAKE, HARRY, Washington, D. C.
- BLAKISTON, EMMA, Ft. Washington, Pa. Mem. Bd., Sch. of Hort., Ambler, Pa.; Council Mem. Nat. Farm & Garden Assn. (Pres. Keystone Br.); Mem. Nat. Assn. of Audubon Soc.; Nat. Forestry Assn.; Pa. Forestry Assn.; Nat. Conf. on St. Parks.
- ‡BLANCHARD, RAYMOND W., Evansville, Ind. Planning Engineer. Exec. Sec. City Plan Commn.; Sec. Bd. of Zoning Appeals; Mem. Bd. of Dirs., Soc. of Fine Arts & Hist.
- *BLOOM, SOL, New York City. Congressman. Asso. Dir. U. S. George Washington Bicentenn. Commn.; Hon. Mem. Federal Employees' Assn.
- ‡BLUCHER, WALTER H., Detroit, Mich. City Planner. Pres. Mich. Planning Conf.; Sec. City Plan Commn.; Dir. Mich. Housing Assn.; Mem. Am. City Planning Inst.; Internat. Fed. Housing & Town Planning.
- §BOARDMAN, MABEL T., Washington, D. C. Nat. Sec. & Mem. Central Com., A. R. C.; Mem. Bd. of D. C. Asso. Charities; past Commr., D. C.
- BOARDMAN, MISS R. C., Huntington, N. Y. Artist. Chmn. Cold Spring Harbor Chapt., A. R. C.; Mem. Roadside Com., L. I. C. of C.
- BOASBERG, EMANUEL, Buffalo, N. Y. Pres. Buffalo Better Bus. Bur.

- BODINE, SAMUEL T., Philadelphia, Pa. Mem. Bd. of Dirs. & Exec. Com., Reg. Planning Fed. of Phila. Tri-St. Dist. (Deceased.)
- *BOEHL, HERBERT F., Louisville, Ky.
- †BOK, MARY LOUISE CURTIS (MRS. EDWARD W.), Merion, Pa. Chmn. Phila. Grand Opera Co.; Dir. Phila. Orchest., succeeding Edward Bok; Mem. Civic Club; Art Alliance; Cosmopolitan Club; Print Club (all of Phila.); English-Speaking Union; Am. Rose Soc.; For. Policy Assn.; Pa. Hist. Soc.; Nat. Inst. of Social Sci.; Merion Civic Assn.; Pa. Soc. of N. E. Women; Nat. Assn. of Audubon Socs.; Edward A. MacDowell Memor. Assn.; Contemporary Club; Cosmopolitan Club, N. Y. C.; Civic Repertory Theatre (N. Y.). Created & endowed Curtis Inst. of Music, supplying & furnishing buildings, placing many fine *objets d'art* therein. Built Casimir Hall (H. W. Sellers, Archt.) for concerts at the Inst. (wrought-iron door by S. Yellin). Erected building of Settlement Mus. Sch. Interested in Publ. Libr., Camden, Me.; contributed landscape garden surrounding it (work of Fletcher Steele, Boston); gave bronze statue (by B. T. Kurts, Baltimore) for library lot beautification & contributed to purchase of Camden Village Green, landscaped by F. L. Olmsted. Originated & presented, under the auspices of Curtis Inst. of Music, a yearly series of free Sunday Evening Chamber Music Concerts in the Pa. Mus. 1929 effected affiliation of Phila. Grand Opera Co. & Curtis Inst. of Music.
- BONNER, J. FRANKLIN, Rochester, N. Y. Sec. Monroe Co. Reg. Planning Bd.; Port Commn., City of Rochester; Joint Harbor Survey Com.; Lake Ontario Country Assn.
- §BORDEN, MRS. WALLER, Chicago, Ill. Dir. League of Women Voters; Pres. Woman's Bd., Ill. Children's Home & Aid Soc.; Antiq. Soc., Art Inst.; Bd. Fortnightly Club; "Century of Progress Expn., 1933"; Publ. Sch. Art Soc.; Plan for City Beautiful; Friends of Opera.
- BOSS, HARRY K., Washington, D. C. Realtor. Mem. Bd. of T. Created & developed Foxhall Village & Colony Hill.
- *BOTTORFF, H. C., Sacramento, Cal. V.P. & Treas. Cal. Western States Life Ins. Co. Past City Manager. Chmn. St. & Nat. Affairs Com.; Mem. Bd. of Dirs., C. of C.; Exec. Bd. (past Pres.), League of Cal. Municipalities; Bd. of Control, Community Chest; Silver Creek (Mtn. Water Supply) Com.
- BOUCHELLE, MRS. JULIAN F., Charleston, W. Va. Organizer (Past Pres.) & Rec. Sec. Fed. Garden Clubs of W. Va.; Organizer & 1st St. Chmn. Div. of Gardens, W. Va. Fed. of Women's Clubs; Rec. Sec. Nat. Council of St. Garden Club Feds.; Kanawha Co. Garden Council of Presidents; Co. Chmn., Better Homes in Am.; Co. Councilor (for 19 yrs.), St. Farm Women's Clubs; Mem. Bd. of Dirs., Y. W. C. A.; Garden Club of Am.; Kanawha Garden Club; Charleston Rose Soc.
- BOUTON, EDWARD H., Baltimore, Md. Mem. Mun. Art Soc.; Mus. of Art; Friends of Art; Roland Park Civic League; Archtl. Commn.; Am. City Planning Inst.
- BOUTON, MRS. EDWARD H., Baltimore, Md. Mem. Mun. Art Soc.; Mus. of Art; Friends of Art; Roland Park Civic League; Amateur Gardeners Club of Md.
- *BOWERMAN, GEORGE F., Washington, D. C. Librarian, Public Library. Dir. Community Inst.; Mem. Exec. Com., Washington Literary Soc.; Councilor Fine Arts Soc.; Mem. C. of C.
- *BOYLE, E. R., Washington, D. C.
- BRACKEN, F. B., Philadelphia, Pa. Lawyer.
- †BRADLEY, ABBY A., Hingham, Mass. Mem. Council, Girl Scouts of Am.; A. R. C.; Hist. Soc.
- ♀BRADLEY, PRESTON, Chicago, Ill. Clergyman. Pres. Izaak Walton League; Mem. Chicago Libr. Bd.; St. Normal Sch. Bd.; Gov.'s Relief Commn.; Civic Reception Com.; Washington Bicentenn. Commn.
- BRADLEY, RICHARDS M., Boston, Mass.
- BRADWAY, JUDSON, Detroit, Mich. Realtor. Past Pres. City Plan Commn.
- *BRADY, PETER J., New York City.
- BRAINERD, HARRY B., New York City. Architect & City Planner. Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; City & Reg. Planning Com., A. I. A.; City Planning & Archtl. Adviser, East Side C. of C., Inc. (1929-1932); 42d St. Property Owners & Merchants Assn., Inc.; Borough Planning Com. of Queensborough C. of C., & other similar groups.
- *BRANCH, H. B., Raleigh, N. C.
- *BRANSON, E. C., Chapel Hill, N. C. Kenan Prof. Rural Social Economics, U. of N. C. Pres. Orange Co., N. C., Civic Assn.; Mem. Nat. Mun. League; Am. Country Life Conf.; Am. Sociol. Soc.; Am. Agrl. Econ. Assn.; Gov.'s Council for Agrl. Betterment in N. C.; St. Hist. Assn. Engaged mainly in county government field-studies in counties of state, resulting in (1) State-wide county government laws; (2) St. Adv. Commn. in Co. Govt. as permanent detail of civic establishment; (3) Paul W. Wager's Administrative Co. Govt. in N. C., U. of N. C. Press; Administrative Co. Govt. in Miss. & S. C., by Columbus Andrews; Administrative Co. Govt. in S. C., by Columbus Andrews; (4) County Accountants & Co. Mgrs. in N. C. counties, promoting civic self-expression & self-regulation.
- BRAUCHER, HOWARD S., New York City. Sec. Nat. Recr. Assn. Chmn. Nat. Social Work Council; Mem. Bd. of Dirs., Nat. Information Bur.; Commn. Social Serv., Fed. Council of Churches

- of Christ in Am.; Nat. Conf. of Social Work; Am. Assn. Social Workers; Nat. Arts Club; Town Hall Club. Editor *Recreation*.
- §BRAUN, JOHN F., Philadelphia, Pa. Manufacturer. Mem. Bd. of Dirs., Phila. Orchestr. Assn.; Presser Fdn.; Sch. of Industrial Art; Art Alliance.
- †BRAZIER, E. JOSEPHINE, Philadelphia, Pa., & Kennebunkport, Me. Mem. Civic Club of Phila.
- *BRICKEN, MRS. CHARLES R., Montgomery, Ala.
- *BRIDGHAM, CARLTON T., Wilmington, Del. Dir. C. of C.; Kiwanis Club; Mem. Wilmington Civic Assn.; Social Serv. Club.
- BRIGGS, ASA G., St. Paul, Minn. Past Pres. St. Paul Assn.
- BRIGGS, EDSON W., Washington, D. C. Created & developed "Colonial Village" of Rock Creek Park Estates.
- *BRIGHAM, HENRY R., Boston, Mass.
- BRIMMER, GEORGE E., Cheyenne, Wyo.
- §BRINCKERHOFF, A. F., New York City. Landscape Architect. Chmn. Com. on Parks, N. Y. Chapt. A. S. L. A.; Mem. Standing Com. on Plan of Washington & Outlying Regions, A. S. L. A.; Am. Fed. of Arts; Archtl. League; Fine Arts Fed.; Park Assn. of N. Y. C., Inc.; N. Y. C. Commn. for Celebration of 200th Anniversary of Birth of George Washington.
- ♀BRINLEY, MISS KATHARINE, Philadelphia, Pa. Pres. Civic Club of Phila. Jt. Chmn. Pure Streams Legial. Campaign Com.; Mem. Bd., Pa. Housing & Town Planning Assn.; Phila. Health Council & Tuberculosis Com.; City Charter Com.; Zoning Fed. of Phila.; Phila. Fed. of Women's Clubs & Allied Orgs.; Mem. Inter Club Council; Head Housing Dept., Girls Friendly Soc., Diocese of Pa.
- BRINTON, WALTER, Philadelphia, Pa. Mem. Fairmount Park Art Assn.; Pa. Hist. Soc.; Friends of the Wissahickon Assn.; Mus. of Art.
- BRIX, JOSEPH, Berlin, Germany. Engineer.
- †BROEKSMIT, J. S., Chicago, Ill.
- §BROOKE, FREDERICK H., Washington, D. C. Architect.
- BROOKE, MRS. FREDERICK H., Washington, D. C. Mem. Bd. of Trustees, Community Chest; Nat. Field Chmn., Girl Scouts of D. C.; Pres. Children's Hosp.; V.-Chmn. Bicentennial Garden Club; Mem.-at-Large, Garden Club of Am.
- BROWN, MRS. ALLEN, Normal, Ill.
- *BROWN, ANNIE FLORENCE, Oakland, Cal.
- *BROWN, ARTHUR L., New York City.
- BROWN, CAREY H., Rochester, N. Y. Exec. Dir. Civic Impr. Assn. Past Exec. Officer, Zoning Commn.; Engr. Nat. Cap. Park & Planning Commn., Washington, D. C.; Mem. Nat. Conf. on City Planning; Am. City Planning Inst.
- BROWN, COL. FRANKLIN Q., Dobbs Ferry, N. Y. Banker. Pres. Village of Dobbs Ferry (11 terms); Westchester Co. C. of C.; Dobbs Ferry Hosp.; Dobbs Ferry Free Libr.
- *BROWN, ROBERT, Santa Fe, N. M. Physician. Pres. St. Bd. of Publ. Welfare; Kiwanis Club of Santa Fe.
- *BROWNE, K. L., Kansas City, Mo. Pres. Peoples Nat. Bank. Pres. Family Serv. Soc.; Mem. Exec. Com., Clearing House Assn.
- BROWNLOW, LOUIS, Chicago, Ill. Municipal Administrator. Dir. Publ. Admn. Clearing House. V.P. Nat. Mun. League; Fellow Am. Publ. Health Assn.; Hon. Mem. Nat. City Mgrs. Assn.
- *BRUCE, HELM, JR., Louisville, Ky.
- †BRYANT, OWEN, Cohasset, Mass.
- BUDD, BRITTON I., Chicago, Ill. Public Utility Executive. Founder & V.P. Katharine Kreigh Budd Memor. Home; one of the Founders, Union League Boys' Club; Trustee & V.P. St. Luke's Hosp.; Trustee Chicago World's Fair Centennial; Dir. John Crerar Libr.; Mem. St. C. of C.
- BUELL, MRS. CHARLES E., Madison, Wis. Pres. Old Indian Agency House Assn., Inc.; Chmn. Dept. of Hist. & Landmarks, Wis. Fed. Women's Clubs; Mem. Budget Com., Madison Community Union; (past Pres.) Wis. Fed. of Women's Clubs; (past Pres.) Madison Woman's Club; (past Chmn.) Civics Club.
- ♀BULKLEY, MRS. JONATHAN, Ridgefield, Conn. Pres. Garden Club of Am.
- BULLOCK, WALLER O., Lexington, Ky. Surgeon.
- BUMPUS, HERMON C., Duxbury, Mass. Educator. Sec. Brown U.; Cons. Dir. Buffalo Mus. of Sci.; Hon. Mem. Am. Mus. Nat. Hist.; Hon. Fellow, Met. Mus. Art; Chmn. Com. on Museums in Nat. Parks. Mem. of numerous scientific orgns. in America & abroad. Author of monographs & articles on biology & educational subjects.
- *BUNTING, HENRY S., Lake Bluff, Ill.
- †BURNAP, GEORGE, Washington, D. C. Park & Town Planner. Consultant Mun. Center; Mem. Bd. of T.; Planner Civic Center, St. Joseph, Mo. Designer park systems, Omaha, Nebr., Council Bluffs, Ia., & many parks in Washington, D. C.
- BURT, STRUTHERS, Southern Pines, N. C., & Elk, Wyo. Author. Mem. Adv. Editl. Bd., *Outdoor America*; Mem. Southern Pines C. of C.; Assn. for Preservn. & Beautification of Highways; Am. Inst. of Arts & Letters.
- †BURTON, CHARLES W., Detroit, Mich.
- §BUSH-BROWN, H. K., Washington, D. C. Sculptor. Mem. Nat. Arts Club; Nat. Sculpture Soc.; Archtl. League (all of N. Y.); Arts Club, Washington. Contributor to *National Capital Magazine*, *Municipal Affairs*, etc.
- BUTLER, HOWARD RUSSELL, Princeton, N. J. Artist. Pres. Archtl. Impr. Soc.; Dir. Mun. Impr. Corp.; Chmn. Com. on Grounds, Battle Monument Assn.

- *BUTLER, OVID, Washington, D. C. Exec. Sec. Am. Forestry Assn. Editor *American Forests*.
- BUTLER, P. J., Wilmington, Del.
- BUTLER, SMEDLEY D., Newtown Square, Pa. U. S. M. C., retd. Responsible for development of first road system, Haiti, 1917. Lecturer on Law Enforcement.
- BUTT, MRS. L. HAVEMEYER, Tuxedo Park, N. Y.
- §BUTTENHEIM, HAROLD S., New York City. Editor *The American City*. Pres. Nat. Assn. of Civic Secs.; Am. City Bur., Inc.; Dir. Nat. Conf. on City Planning; Planning Fdn. of Am.; Hon. Mem. Am. City Planning Inst.; Trustee City Club of N. Y. Mem. Council & Exec. Com., Nat. Mun. League; Governing Com., Mun. Admin. Serv.; Publ. Safety Adv. Com. of Nat. Safety Com.; Traffic Safety Com. of Am. Auto Assn.; Bd. of Dirs., Nat. Child Welfare Assn.; Adv. Com. N. Y. St. League of Municipalities; Com. President's Conf. on Home Bldg. & Home Ownership; Nat. Housing Assn.; Am. Publ. Health Assn.; Proportional Representation League; Nat. Conf. on Social Work; Nat. Arts Club.
- CABANA, OLIVER, JR., Buffalo, N. Y. Banker. Dir. C. of C.; Niagara Frontier Planning Assn.; U. of Buffalo; Chmn. Buffalo Fdn.; Mem. Exec. Com., N. Y. St. Waterways Assn.; Mem. Bur. of Mun. Res.; Hist. Soc.; Soc. of Nat. Sci.; Am. Scenic & Hist. Preservn. Soc.; Am. Forestry Assn.; Nat. Rivers & Harbors Congress; N. Y. Housing Commn.
- CADY, JOHN HUTCHINS, Providence, R. I. Architect. Chmn. City Plan Commn.; Dir. Audubon Soc. of R. I.; Mem. Civic Impr. & Park Assn.; A. I. A.; Nat. Conf. on City Planning; Appalach. Mtn. Club (Chmn. Narragansett Chapt.); Sec. "The Players" (Providence).
- CAEMMERER, H. P., Washington, D. C. Sec. Nat. Commn. of Fine Arts. Mem. Am. Fed. of Arts; Archæol. Inst. of Am.; Nat. Geog. Soc.
- †CALLENDER, W. R., Providence, R. I. Merchant. Mem. C. of C.; Am. Acad. of Polit. & Social Sci.; Am. Mus. Nat. Hist.; Am. Forestry Assn.
- CAMERON, MARY, Harrisburg, Pa.
- CAMPBELL, A. O., Oklahoma City, Okla. Dir. C. of C.; Chmn. City Planning Com.; Pres. St. Fair & Expn.; Mem. U. S. C. of C.; St. C. of C.
- ♀CAMPBELL, D. W., San Diego, Cal. Manager Civic Dept., C. of C.
- *CAMPBELL, FRANK G., Alexandria, Va. Patent Attorney. V. P. Washington Monarch Club; Mem. (past Pres.) Arlington Co. Civic Fed. (Chmn. Com. on Signbds. & Roadside Beautification); Va. Park & Planning Commn.; Arlington C. of C.; Arlington Co. Better Govt. League.
- ‡§CAPARN, HAROLD A., New York City. Landscape Architect. Treas. Nat. Council for Protection of Roadside Beauty. Mem. A. S. L. A. (past Pres. N. Y. Chapt.); Archt. League; Council on Nat. Parks, Forests, & Wild Life; City Gardens Club; Nat. Park Assn.; Nat. Conf. on St. Parks; Citizens' Union; City Club; Nat. Conf. on City Planning. Author of numerous articles on parks & park design, billboard restriction, & kindred subjects.
- *CAPPER, ARTHUR, Topeka, Kans. U. S. Senator. Publisher. Gov. of Kansas, 1915-19. Mem. Nat. Cap. Park & Planning Commn.
- CAREY, MRS. FRANCIS KING, Baltimore, Md. Founder Country Sch. for Boys; Mem. Bd. of Dirs., Sec. & Mem. Milk Coms., Women's Civic League. Past Milk Director for a group of civic organizations.
- CARKNER, GEORGE S., Kansas City, Mo. Pres. Liberty Memor. Assn.
- †CARLSON, CARL OSCAR, Fairfield, Conn. Mem. Am. Rose Soc.
- CARPENTER, GEORGE O., St. Louis, Mo. Dir. Publ. Libr.; Trustee Washington U.; Mem. Tower Grove Park Bd.; A. I. M. E.
- *CARPENTER, J. S., Des Moines, Ia.
- §CARR, ARTHUR, Washington, D. C.
- *CARROLL, JOHN E., Seattle, Wash. Pres. City Council. Dir. Nat. Conf. on City Planning; Mem. Plan Commn.; C. of C.
- *CARSLLEY, GEORGE HOLLIS, Helena, Mont. Architect. Mem. Park Commn.; Archt. for gen. plan, Coll. of Mech. Arts & State U. of Mont.
- CARSON, A. C., Riverton, Va. Judge. Pres. Council for Protection of Roadside Beauty in Va.
- CARTER, MRS. J. N., Quincy, Ill. Dir. Art Club; Hist. Soc.; Mem. Forestry Commn.; Community Little Theatre.
- CASE, A. C., Washington, D. C. Chmn. Greater Nat. Cap. Com., Bd. of T.; Mem. C. of C.
- CASEY, DANIEL N., Harrisburg, Pa. Sec. C. of C.
- *CASEY, GEORGE A., Wilmington, Del.
- CAUCHON, NOULAN, Ottawa, Can. City Planner. Chmn. & Techn. Adviser, Town Planning Commn.; Mem. Council, Town Planning Inst. of Can.; Mem. Nat. Conf. on City Planning.
- *CHALMERS, MRS. L. H., Phoenix, Ariz. Chmn. local Com. on Fed. City, A. C. A.
- CHANDLER, ALICE G., Lancaster, Mass. Pres. Libr. Art Club; Trustee (past Ln.) Town Libr.; Sec. Mass. Libr. Aid Assn.; Mass. Libr. Club.
- ‡§CHANDLER, HENRY P., Chicago, Ill. Attorney. Dir. Citizens' Assn.; Reg. Planning Assn.; Mem. City Club.
- CHAPMAN, DAVID C., Knoxville, Tenn. Chmn. Tenn. Great Smoky Mtns. Park Commn.; Great Smoky Mtns. Conservn. Assn.; Dir. Nat. Conf. on St. Parks; Mem. Tenn. St. Park & Forestry Commn.
- CHAPMAN, ELLWOOD B., Swarthmore, Pa. Pres. Chestnut St. Assn.; Fed. Soc. on

- Pl. & Parks; Pa. Parks Assn.; Dir. Housing Assn. (apptd. by Governor). Mem. Pa. St. Parks Commn.; Greater Pa. Council; Mem. Traffic Com., C. of C.; City Parks Assn.; Fairmount Park Art Assn.; Phila. Tri-St. Reg. Planning Fed.; Am. Forestry Assn.; Shenandoah Nat. Park Assn.; Nat. Conf. on St. Parks.
- CHARLTON, MRS. MAX R., Tillamook, Ore. Pres. Lioness Club; Mem. St. Exec. Bd., & Co. Chmn., Women's Greater Ore. Assn.; Women's Overseas Serv. League.
- CHASE, FREDERICK S., Waterbury, Conn. Manufacturer. Dir. Citizens & Mfrs. Nat. Bank; Chmn. Conn. Mfrs. Assn. (Com. on Roadside Beauty & Safety); Pres. Boy's Club; V.P. Mattatuck Hist. Soc.; Mem. Exec. Com., Nat. Council for Protection of Roadside Beauty; A. S. M. E.; Waterbury Park Commn.
- *CHASE, HAROLD T., Topeka, Kana. Editor *Capital*.
- CHASE, JOHN CARROLL, Derry, N. H. Genealogist. Historian. Fellow Am. Publ. Health Assn.; Pres. N. E. Hist. General Soc.; Mem. A. S. C. E., Boston S. C. E., & numerous hist. & geneal. socs.
- CHASE, PEARL, Santa Barbara, Cal. Volunteer Civic Worker. Dir. Community Arts Assn. (Chmn. Plans & Planting Br. & Garden Tours Com.); Adv. Chmn. City & Co. Better Homes Com.; St. Chmn. Pilgrimage Com., St. Garden Club Fed.; Co. Chmn. Campaign to Clean-up & Beautify Com.; Chmn. Co. Roadside Com.; Chmn. Com. on Home Information Servs. & Centers, President's Conf. on Home Bldg. & Home Ownership; Dir. Recr. Center; Co. Council of Social Agencies; Mem. Health Conservn. Com., C. of C.
- CHENEY, CHARLES H., Palos Verdes Estates, Cal. Consultant on Design, Layout & Restrictions for large suburban tracts at Palos Verdes & Rancho Santa Fe, Cal. Pres. Trustees Palos Verdes Libr.; Art Gallery; Sec. Palos Verdes Art Jury.
- CHES, T. LOUIS, San Mateo, Cal. District Passenger Agent, S. P. Co. Pres. San Mateo Co. Fed. of Impr. Clubs & Assns.; San Mateo City Planning Commn.; Financial Sec. San Mateo Heights Impr. Assn.; Mem. Exec. Com., Peninsular Grade Crossing Conf.; San Francisco C. of C.
- †CHILD, MRS. H. W., Helena, Mont.
- CHILD, STEPHEN, F. A. S. L. A., San Francisco, Cal. City Planner. Mem. A. S. C. E.; Am. City Planning Inst.; Brit. Town Planning Inst. Author "Alum Rock Park" (San Jose, Cal.), & other important publications on city planning & landscape architecture.
- CHILDS, RICHARD S., New York City. Publicist. Pres. City Club; Treas. Publ. Admn. Clearing House.
- CHILTON, MRS. WILLIAM E., Charleston, W. Va. St. Chmn. of Conservn., W. Va. Fed. Garden Clubs; St. Chmn. Conservn. in W. Va. of Garden Club of Am.; Chmn. of Roadside Beautification, Kanawha Garden Club.
- †CLAFLIN, MRS. JOHN, Morristown, N. J. Mem. N. Y. & N. J. Woman's Dept., Nat. Civic Fed.
- *CLAGETT, CHARLES T., Washington, D. C. Dir. C. of C.; Mem. Bd. of T.; Rotary Club.
- §CLARK, APPLETON P., JR., Washington, D. C. Architect. Pres. Washington San. Housing Co.; Mem. A. I. A.; C. of C.; Bd. of T.
- †CLARK, MRS. CHARLES D., Philadelphia, Pa. Founder (past Pres.) Acorn Club; Founder & Hon. Pres. Soc. Little Gardens; Mem. Civic Club.
- CLARK, CLARENCE M., Philadelphia, Pa. Banker. Mem. Nat. Recr. Assn.; Playgrounds Assn., Phila.; Warwick Boys' Club.
- CLARK, MRS. E. WALTER, Philadelphia, Pa. Officer Playgroup Assn.; Mem. Civic Club; Housing Assn.
- CLARK, HAROLD T., Cleveland, O. Attorney at Law. Trustee & Sec. Mus. Nat. Hist.; Trustee Mus. of Art; Ohio St. Mus., Columbus.
- 9CLARK, ROSCOE N., Hartford, Conn. City Engineer. Sec. Commn. on City Plan. Mgr. Bur. of Publ. Works of Met. Dist.; Mem. Reg. Planning Commn. of Met. Dist.
- CLARK, WALTER E., Charleston, W. Va. Journalist. Mem. Am. Rose Soc.
- CLARKE, GILMORE DAVID, F. A. S. L. A., Pelham, N. Y. Landscape Archt. for Westchester Co. Park Commn.; Cons. Landscape Archt. Mt. Vernon Memor. Highway; Taconic St. Park Commn., Poughkeepsie, N. Y.; Collaborator-at-Large, Nat. Park Serv.; Chmn. Com. on Bldgs. & Structures, N. Y. St. Council of Parks; Mem. Archt. Adv. Bd., Cornell U.; Am. City Planning Inst.
- †CLAS, ALFRED C., Milwaukee, Wis. Architect.
- CLASSEN, MRS. ANTON H., Oklahoma City, Okla. Mem. Nat. Conf. on City Planning.
- CLIFFORD, EDWARD, Washington, D. C. Lawyer. Past Asst. Sec. of Treas.; Mem. Am. Bar Assn.
- CLOTHIER, MRS. WALTER, Wynnewood, Pa. Mem. Fairmount Park Art Assn.; Am. Forestry Assn.; Bur. of Mun. Res.; Housing & Town Planning Assn.; Playground Assn.
- CLYDE, MARGARET, Philadelphia, Pa.
- COBURN, LOUISE H., Skowhegan, Me. Park Commissioner. Pres. Somerset Woods Trustees; Pres. Adv. Bd., Publ. Libr.
- COCKSHUTT, FRANK, Brantford, Ont., Can. Manufacturer. Mem. Town Planning Commn.; Bd. of Park Management (for 21 yrs.).
- *COHEN, JAMES J., Wilmington, Del.
- *COHEN, MANUEL, Wilmington, Del.

- *COLBY, WILLIAM E., San Francisco, Cal. Lawyer. Sec. Sierra Club; Chmn. Cal. St. Park Commn.; Councilor "Save-the-Redwoods" League; Mem. Am. Alpine Club; Boone & Crockett Club.
- ♀ COLEMAN, LAURENCE VAIL, Washington, D. C. Dir. Am. Assn. of Museums. Mem. Exec. Com. Internat. Museums Office; Nat. Council Inter-Am. Inst. of Intellectual Coop.; Commn. on Enrichment of Adult Life; Internat. Commn. on Folk Arts; President's Conf. on Home Bldg. & Home Ownership.
- COLLINS, ALFRED MORRIS, Philadelphia, Pa. Retd. Manufacturer. Pres. Bryn Mawr War Memor. & Community House Assn.; V.P. Community Health & Civic Assn.; Mem. Acad. of Nat. Sci.; Am. Mus. Nat. Hist.; Phila. Geog. Soc. & many others. Participated in expeditions for Am. Mus. Nat. Hist., Field Mus., & Smithsonian Instn.
- COLLINS, JAMES C., Providence, R. I. Mem. Civic Impr. & Park Assn.
- *COLOMBO, LOUIS J., Detroit, Mich.
- COLTON, H. S., Ph. D., Flagstaff, Ariz. Pres. N. Ariz. Soc. of Sci. & Art; Dir. C. of C.; Flagstaff Game Protective Assn.; V.P. Rotary Club.
- COMEY, ARTHUR C., F. A. S. L. A., Cambridge, Mass. City Planner. Chmn. N. E. Trail Conf.; Wapack Trail Com., S. P. N. H. F.; Asst. Prof. Harvard U. Sch. of City Planning. Mem. Bd. of Govs., Am. City Planning Inst.; Bd. of Mgrs. Appalach. Trail Conf.; A. I. Cons. Engrs.; A. S. C. E.; Gov.'s Com. on Needs & Uses of Open Spaces in Mass.; Trustees of Publ. Reservoirs for Mass.; Councilor Appalach. Mtn. Club.
- CONNELLY, MILTON E., Chicago, Ill. Sec. South Park Commrs.
- *CONNER, J. CRISTY, Wilmington, Del.
- ♀ CONSAUL, CHARLES F., Washington, D. C. Lawyer. Chmn. Com. on Parks & Reservoirs., Bd. of T.; V.-Chmn. Com. of 100 on Fed. City; Mem. Bar Assn.; Mt. Pleasant Citizens' Assn.
- CONVERSE, MARY E., Rosemont, Pa. Treas. Rosemont Civic Assn.; Mem. Mun. Art Com., Civic Club of Phila.
- COOGAN, CLEMENT F., Pittsfield, Mass. Banker. Pres. City Savings Bank; V.P. Berkshire Athenaeum; Dir. Boys' Club; Asso. Charities; Mem. C. of C.
- *COOK, A. R., Seattle, Wash.
- *COOK, MRS. ANTHONY WAYNE, Cooksburg, Pa.
- *COOK, C. LEE, Louisville, Ky.
- COOKE, MRS. MORRIS L., Mt. Airy, Pa.
- † COOLIDGE, MRS. J. RANDOLPH, Boston, Mass.
- COONEY, MRS. ROBERT L., Atlanta, Ga. Pres. Peachtree Garden Club; Organizer & Hon. Pres. Garden Club of Ga.; Chmn. Outdoor Civic League; V.P. Hort. Soc. of Ga.; Mem. Hort. Soc. of N. Y.; Garden Club of Am.; Martha Berry Circle; Hillside Cottages; Charter Mem. Community Theatre.
- COOPER, MADISON, Calcium, N. Y. Bulb Grower. Publisher *The Flower Grower, Amateur Sports*.
- ♀ COOPER, SAMUEL W., Philadelphia, Pa. Sec. The Art Club.
- CORBETT, HARVEY WILEY, F. A. I. A., New York City. Architect. Fellow Royal Inst. Brit. Archts.; Coop. Archt. N. Y. Reg. Plan; Cons. Archt. Westchester Park Commn.; L. I. St. Park Commn.; N. Y. & N. J. Tunnel Commn.; Chmn. Archtl. Bd., Chicago World's Fair, 1933; Archt. Mun. Group, Springfield, Mass., Bush House, London, Eng.; Mem. (past Pres.) Archtl. League; Soc. Beaux Arts Archts. (past Pres.); Bldg. Congress; Mayor's Com. on Planning of N. Y.; St. Commn. of Fine Arts. Author of numerous magazine articles.
- *CORBETT, HENRY L., Portland, Ore.
- † CORKRA, MRS. BENJAMIN W., JR., Baltimore, Md. Hon. V.P. (past Pres.) Women's Civic League; Hon. Pres. (Chmn. Civ. Serv. Com. & past Pres.) Md. Fed. of Women's Clubs; past Pres. Md. Consumers League; Y. W. C. A.; past V.P. Council of Defense; past Mem. Civ. Serv. Com., Gen. Fed. Women's Clubs; Mem. Exec. Com., Md. English-Speaking Union; Exec. Com., Md. League of Nations Assn.; Woman's Dept., Md. Civ. Serv. Assn.; Council, Nat. Civ. Serv. Ref. League.
- CORWIN, ROBERT G., Dayton, O. Lawyer. Pres. Council Social Agencies; Art Inst.; Trustee (past Pres.) Bur. Community Serv.; V.P. Boys' Club; Boys' Opportunity Farm; League of Hard of Hearing; Dir. Assn. for Dayton; Chmn. Forum Assn.; Charter Revision Com.; Mem. Plan Bd.
- † COWAN, MRS. ANDREW, Louisville, Ky.
- COWELL, ARTHUR W., State College, Pa. Professor, Landscape Architect. Mem. Pa. Parks Assn.; Am. Forestry Assn.; Tech. Adv. Com., Greater Pa. Council.
- *COWELL, J. R., Toledo, O.
- *COXHEAD, ERNEST, F. A. I. A., San Francisco, Cal. Architect. Mem. Commonwealth Club of Cal.; C. of C.; Cal. Soc. of Archts.; Northern Cal. Chapt. A. I. A.
- *CRAM, RALPH A., Boston, Mass. Architect. Author. Superv. Archt., Princeton U. Mem. Nat. Inst. Arts & Letters; Am. Acad. Arts & Sci.; A. I. A.; Am. Fed. of Arts.
- CRAMTON, LOUIS C., Lapeer, Mich., & Washington, D. C. Special Attorney to Secretary of the Interior. Ex-Congressman, Lawyer, Publisher. Author George Washington Memor. Parkway, Colonial National Monument, Mather Memor., Isle Royale National Park bills; also of Resolution of Congress for Restoration of Arlington Mansion. In charge Appropriations for National Parks, 1923-31. Called by Stephen Mather "Godfather of the National Parks."
- † CRANE, CAROLINE BARTLETT, Kalama-zoo, Mich. Minister & Lecturer. V.P. Mich. Housing Assn.; Chmn. C. of C. Com. on Park Extension; Dir.-at-Large, St. League of Women Voters;

- Mem. Mayor's Commn. on Unempl. Participated in movements for better housing, smoke abatement, collection & disposal of waste, & other phases of municipal housekeeping.
- CRANE, CLARA L., Dalton, Mass.
- CRANE, JACOB LESLIE, JR., Chicago, Ill. Planning Consultant. Mem. A. S. C. E.; Am. City Planning Inst.; Brit. Town Planning Inst.; A. S. L. A.; Am. Park Soc.; Nat. Conf. on St. Parks; President's Conf. on Home Bldg. & Home Ownership; Am. Soc. Mun. Impr.; Chicago City Club; Highland Park Plan Commn. Planning Consultant to Govts. of China & U. S. S. R. (1931).
- CRANE, Z. MARSHALL, Dalton, Mass. Paper Manufacturer. Gov. (past Pres.) Community Recr. Assn.; Trustee (past Pres.) Free Publ. Libr.; Trustee Mus. Nat. Hist. & Art, Pittsfield; Dir. Boys' Club, Pittsfield.
- CREE, J. W., JR., Pittsburgh, Pa. Dir. C. of C. Mem. Zoning Bd. of Adjustment; Civic Club of Allegheny Co.; Art Soc.; 100 Friends of Pittsburgh Art.
- CREIGHTON, MRS. THOMAS S., Blue Ridge Summit, Pa. Mem. Blue Ridge Summit & Monterey Impr. & Protective Assn.
- CRET, PAUL PHILIPPE, Philadelphia, Pa. Architect. Mem. Art Jury of Phila.; Reg. Planning Fed. of Phila., Tri-St. Dist.
- CROBBY, WM. HOWARD, Pasadena, Cal.
- †CROBBY, MRS. WM. HOWARD, Pasadena, Cal. Mem. Woman's Civic League; Better Am. Fed.
- †CROSS, PRICE, Dallas, Tex. Hon. V.P. Bd. of United Charities; Hon. Mem. Rotary Club; Chmn. Bd. Publ. Welfare.
- CROSS, WHITMAN, Chevy Chase, Md. Geologist. Mem. Nat. Acad. of Sci.; Wash. Acad. of Sci.; Acad. Nat. Sci., Phila.
- *CROSSER, C. A., Des Moines, Ia. Sec. Bur. of Mun. Res.
- ♀CROWELL, MISS EMMA L., Philadelphia, Pa. Sec. New Century Club.
- *CROWLEY, ERNEST A., Oakland, Cal.
- CUMMER, MRS. ARTHUR GERRISH, Jacksonville, Fla. Past Pres. Fla. Fed. Garden Clubs; Chmn. Park Adv. Com., City Commn.; Grounds Com., Woman's Club; Treas. Citizens' Memor. Assn.; Mem. Park Com., Duval Co. Highway Assn.; Bd. of Dirs., Nat. Recr. Assn.; Hon. Mem. Gov. Bd., Garden Club; Exec. Com., City Planning Bd.; Beautification Com., St. C. of C.
- *CUNNINGHAM, ANDREW, Detroit, Mich.
- †CURLLEY, JAMES M., Boston, Mass. Three times elected mayor (now serving 11th yr.). Ex-Congressman. Mem. C. of C.; United Impr. Assn.; Mass. Civic League; past Mem. Boston Common Council; Mass. House of Reps.; Bd. of Aldermen; City Council.
- †§CURTIS, CYRUS H. K., Philadelphia, Pa. Publisher.
- *CURTIS, E. N., San Jose, Cal. Architect. Pres. City Planning Commn.; Dir. C. of C.
- CURTIS, JAMES F., New York City. Lawyer. Mem. Reg. Planning Commn. Donor first chair of regional planning in an American university (Harvard).
- *DAMON, GEORGE ALFRED, Los Angeles & Pasadena, Cal. Consulting Engineer. Techn. Dir. City Planning Com., Pasadena; Cons. Engr. City Plan, San Jose & Long Beach; V.P. Pasadena Hist. Soc.; Mem. Zoning Commn., Pasadena; Am. City Planning Inst.; Charter Mem. City Planning Assn., Los Angeles; Los Angeles Co. Reg. Planning Commn.
- *DANA, MARSHALL N., Portland, Ore. Asso. Editor *Oregon Journal*. Dir. Publ. Welfare Bur.; Community Chest; V-Chmn. Civic Emerg. Relief Com.; Mem. C. of C.; Com. on Assessment & Taxation of Mun. Utilities.
- §DAVIDSON, GILBERT AUBREY, San Diego, Cal. Banker. Past Pres. C. of C. (past Chmn. Civic Com.).
- DAVIS, MRS. BANCROFT, Washington, D. C.
- DAVIS, BETSEY B., Pearl River, N. Y., & St. Augustine, Fla.
- *DAVIS, CHARLES HENRY, New York City.
- §DAVIS, DWIGHT F., Washington, D. C. Lawyer. Past Gov.-Gen. Philippine Islands. Mem. Nat. Mun. League; Nat. Recr. Assn.; & many others.
- DAVIS, MRS. LAWRENCE S., Roanoke, Va. Officer Roanoke Valley Garden Club; Woman's Club.
- §DAVIS, MRS. SEYMOUR, Philadelphia, Pa.
- DAVIS, WALTER G., Portland, Me. Pres. Family Welfare Soc.; Pres. Community Chest, Inc.; Me. Hist. Soc.; Mem. Bd., Soc. of Art; St. Adv. Com. on Health & Welfare; Publ. Libr.
- §DAY, MRS. FRANK MILES, Mt. Airy, Phila., Pa. Sec. Friends of the Wissahickon Soc.; Mem. New Century Club, Phila.; Conf. on City Govt., Reg. Planning Assn.; City Parks Assn.
- †§DEALEY, G. B., Dallas, Tex. Publisher. Pres. *Dallas Morning News*, *Evening Journal*, *Semi-weekly Farm News*, *Texas Almanac*, & *State Industrial Guide*; Pres. United Charities; Hon. V.P. Nat. Housing Assn., 1920-21; V.P. A. C. A.; 1st V.P. Southwestern Polit. Sci. Assn., 1920-29; 2d V.P. Asso. Press, 1923-24; V.P. Tex. Children's Hosp. Fd.; past V.P. Nat. Mun. League; Mem. Bd. of Govs., City Planning Inst., 1920-21; Bd. of Dirs., Nat. Conf. on City Planning; Adv. Council, Planning Fdn. of Am.; Tex. Hist. Soc.; Dallas Hist. Soc.; English-Speaking Union.
- §DE BOER, S. R., Denver, Colo. City Planner. Landscape Architect. Consultant, City Planning Commn.; Boulder, Colo., Planning Commn.; U. S. Dept. of Agr. on institutional development of State of Wyo.; Designer Boulder City, Nev., model city built

- by U. S. Dept. of Interior at Hoover Dam; Landscape Archt., Denver, Boulder, Colo., & Cheyenne, Wyo.; Officer, Am. City Planning Inst.; Mem. A. S. L. A.; A. S. M. E.; Am. Inst. Park Execs.; Rotary Club.
- *DECKER, CORBIN J., Athens, Ga. Physician.
- *DE LA MATER, JOHN, Washington, D. C. Sec. Mt. Pleasant Citizens' Assn.; Mem. Bd. of T.
- ††\$DELANO, FREDERIC ADRIAN, Washington, D. C. Regent & Chmn. Exec. Com., Smithsonian Instn.; Chmn. Nat. Cap. Park & Planning Commn.; Dep. Chmn. Federal Reserve Bank of Richmond; Mem. Exec. Com., Carnegie Inst. of Washington; Exec. Com., Carnegie Endowment for Internat. Peace; past Chmn. Reg. Plan of New York & Its Environs; past Mem. Chicago Plan Commn.
- *DELANO, LAURA F., New York City. Chmn. N. Y. Fed. City Com., A. C. A.
- \$DELANO, WILLIAM ADAMS, F. A. I. A., New York City. Architect. Past Pres. N. Y. Chapt. A. I. A. (past Chmn. Com. on Publ. Works); Mem. Nat. Cap. Park & Planning Commn.; Treasury Dept. Bd. of Archtl. Consultants Triangle Development, Washington, D. C.; Wash. Monument Grounds Commn.; past Mem. Nat. Commn. of Fine Arts.
- *DELK, EDWARD C., Kansas City, Mo.
- †\$DERMITT, H. MARIE, Pittsburgh, Pa. Sec. Civic Club of Allegheny Co. Nat. Assn. of Civic Secs.; Mem. Bd., Fed. of Social Agencies; Mem. Nat. Mun. League; Nat. Housing Assn.; Endorsement Com., Welfare Fd.; Allegheny Tableland Assn.; Citizens Com. on City Plan; City Club; Drama League.
- DESMOND, THOMAS C., Newburgh, N. Y. State Senator. Dir. City Housing Corp., which built Sunnyside & now building Radburn, N. J., "A Town for the Motor Age." Mem. Am. Acad. of Polit. & Social Sci.; Adv. Bd., Regional Plan Assn., Inc., N. Y. C.
- *DIACK, MR. AND MRS. ARCHIBALD, Ann Arbor, Mich.
- DICK, MRS. WILLIAM A., Philadelphia, Pa. Mem. (past Chmn. Conservn. Com.) Phila. Garden Club; Garden Club of Am.
- DICKSON, ARTHUR G., Philadelphia, Pa. Mem. Bd. Zoning Commn.; Com. of 70; City Parks Assn.; Tri-St. Reg. Planning Fed.
- DIEHL, GEORGE C., Buffalo, N. Y. Engineer. Cons. Engr. Erie Co.; Cons. Engr. Erie Co. Park Commn.; Commr. Allegheny St. Park Commn.; Engr. to Niagara Frontier Bridge Commn.; Mem. City Plan Commn.; C. of C.
- ♀DIGGS, CHARLES H., Los Angeles, Cal. Landscape Architect. Dir. Los Angeles Co. Reg. Planning Commn.; Mem. Am. City Planning Inst.; A. S. L. A.; Art & Edn. Com., L. A. C. of C.; & many others.
- DIMMICK, MRS. J. BENJAMIN, Scranton, Pa. Organizer & Mem. City Tree Commn.; Mem. C. of C.; Pa. Oral Sch. for Deaf (apptd. by Governor); Charter Mem. (past Pres.) Scranton Century Club; Mem. (past Pres.) City Impr. Assn.; past Bd. Mem. Y. W. C. A.; Co. Civic Impr. Assn.
- ♀DOBSON, MEADE C., New York City. Mng. Dir. L. I. C. of C. Mem. Queens Borough C. of C., N. Y. C.; N. Y. C. Secs. Conf.
- †DODDS, H. W., Princeton, N. J. Professor of Politics, Princeton U. Chmn. Mercer Co. Planning Commn. Mem. N. J. Reg. Planning Commn. Editor *National Municipal Review*, published by the National Municipal League.
- DODGE, CLARENCE PHELPS, F. A. G. S., Washington, D. C. Dir. George Washington Memor. Parkway Fd., Inc.; George Washington Memor. Parkway Assn.; Mem. Bd. of Trustees, Community Chest; Bd. of Trustees, Brookings inst.; Bd. of Dirs., Asso. Charities; Mem. Civic Com., Nat. Symphony Orchest.; U. S. C. of C.; Arbitration Assn. (Nat. Panel of Arbitrators).
- DOHRMANN, FRED, JR., San Francisco, Cal. Merchant. V.-Chmn. Community Chest Campaign Com.; Mem. Commonwealth Club of Cal.; C. of C.
- *DONALDSON, THOMAS, Wilmington, Del. DONNELLEY, THOMAS ELLIOTT, Chicago, Ill. Officer Civic Fed.; Asso. Employers of Ill.; Mem. Bd., Crime Commn.; Employers' Assn.; Trustee Y. M. C. A.; Sunday Evening Club.
- *DOOLITTLE, DUDLEY, Kansas City, Mo. Lawyer, Ex-Congressman. Trustee Coll. of Emporia.
- DORR, GEORGE B., Bar Harbor, Me. Supt. Acadia Nat. Park. Figured prominently in original movement to preserve the "unique" Mt. Desert Island Area, now known as Acadia National Park.
- \$DOUGHTY, MRS. W. J., Kansas City, Mo. Exec. Sec. Woman's City Club.
- \$DOUGLAS, MRS. HENRY W., Ann Arbor, Mich. Chmn. local Fed. City Com., A. C. A.; V.P. Family Welfare Bur.; Garden Club.
- \$DOUGLAS, LOUISE, Ann Arbor, Mich. Mem. Garden Club; Art Assn.
- \$DOWNER, JAY, Bronxville, N. Y. Chief Engr. Westchester Co. Park Commn. Mem. Bronxville Planning Commn.; A. S. C. E.; N. Y. City Club; Reg. Plan Assn., Inc., N. Y. C.
- DOWNES, MYRON D., Cincinnati, O. Sec.-Engr. City Planning Commn.; Hamilton Co. Reg. Planning Commn.
- *DOZIER, MELVILLE, Los Angeles, Cal. Educator. Mem. City Planning Assn.; City Club; So. Cal. Hist. Soc.; So. Cal. Acad. of Sci.; Council on Internat. Relations.
- DRAFER, EARLE S., F. A. S. L. A., Charlotte, N. C. Landscape Architect. Fellow Am. Inst. of Park Execs.; Legial. Chmn., A. S. L. A.; Mem. C. of C.
- DREIER, MRS. H. E., Brooklyn, N. Y. Mem. Bd. of Dirs., Women's City

- Club; V.P. Brooklyn Garden Apts., Inc. (first tenements built under the new State Housing Law).
- *DREXEL, MRS. GEORGE W. CHILDS, Bryn Mawr, Pa.
- †DREXEL, MRS. JOSEPH, Cornwells Heights, Pa.
- *DRIVER, JOHN R., Berkeley, Cal.
- *DRURY, NEWTON B., Berkeley, Cal. Sec. "Save-the-Redwoods" League.
- †DU BOIS, JOHN E., Du Bois, Pa. Capitalist.
- *DU BOIS, MR. AND MRS. WILLIAM, Cheyenne, Wyo.
- §DUCKETT, T. HOWARD, Washington, D. C. Lawyer. Chmn. Suburban San. Commn.; Mem. Md. Nat. Cap. Park & Planning Commn.
- *DUDLEY, MRS. G., Topeka, Kans.
- DUFFUS, R. L., New York City. Journalist. Mem. Town Hall Club. Author "Mastering the Metropolis" for Com. on Reg. Plan of N. Y. & Its Environs; "The American Renaissance"; "Books: Their Place in a Democracy," for the Carnegie Corp.; Collaborator (with Frederick P. Keppel) on "Recent Trends in the Arts in the U. S." for President's Com. on Social Trends.
- DUNN, W. H., Kansas City, Mo. Superintendent of Parks. Mem. (past Pres.) Am. Inst. Park Execs.; Kansas City Safety Council.
- DU PONT, MRS. T. COLEMAN, Wilmington, Del.
- *DURAND, WILLIAM F., Palo Alto, Cal. Mechanical Engineer. Prof. Mech. Engrng., Stanford U. Mem. Nat. Res. Council; Nat. Acad. of Sci.; Am. Acad. Arts & Sci.
- *DUTTON, ORISON J. C., Seattle, Wash. Retired.
- DYER, J. F., Plainfield, N. J. Landscape Architect. Dir. St. Fed. Shade Tree Commns.; Sec.-Forester, Shade Tree Commn., Union Co.; Sec. Plainfield Shade Tree Commn.; Mem. Am. Game Assn.; Nat. Conf. on St. Parks.
- *EAKIN, MRS. JOHN HILL, Nashville, Tenn.
- EARLE, ELINOR, Philadelphia, Pa.
- EARLE, SAMUEL L., Birmingham, Ala. Pres. Fed. of Garden Clubs; Chmn. Mus. Assn.; Treas. Audubon Soc.; Mem. Libr. Bd. & many others.
- EARLE, WALTER F., Cambridge, Mass.
- *EASTON, STANLEY A., Kellogg, Ida. Mining Engineer. Pres. Bd. Regents U. of Ida. & St. Bd. of Edn.; Chmn. local Fed. City Com., A. C. A.; Mem. Am. Inst. Mining & Metall. Engrs.; Am. Mining Congress.
- *EDDY, JOHN W., Seattle, Wash.
- EDDY, MRS. JOHN W., Seattle, Wash. Pres. Garden Club.
- EDMUNDS, MRS. PAGE, Baltimore, Md. Pres. Women's Civic League.
- *EDSON, JOHN JOY, Washington, D. C. Chmn. Bd. of Publ. Welfare; Trustee (past Treas.) George Washington U.; Nat. Geog. Soc.; Washington San. Impr. Co.; past Treas. Asso. Charities; Dir. U. S. C. of C.; Mem. of numerous civic & philanthropic orgns. Years of public service formally recognized by fellow-citizens on 75th birthday.
- EDWARDS, GRACE O., Winter Park, Fla. Chmn. Rollins Coll. Beautification Com.; Mem. Fla. Publ. Health Assn.; Nat. Recr. Assn.; Nat. Child Labor Assn.
- EDWARDS, MIRIAM B., Santa Barbara, Cal. Pres. Co. Council of Social Agencies; Treas., Plans & Planting Br., Community Arts Assn.; Mem. Bd., Community Chest; Asso. Charities of Santa Barbara Co.
- EDWARDS, WILLIAM, Zellwood, Fla. Pres. Apopka Community Hotel Co.; Chmn. Community Serv., Apopka Rotary Club; Dir. Orange Gen. Hosp.; Mem. Orlando C. of C.; (past Pres.) Orange Co. C. of C.
- *ELFENDAH, VICTOR, Seattle, Wash.
- ELIOT, AMORY, Manchester, Mass. Banker.
- *ELIOT, W. G., JR., Portland, Ore. Mem. City Club; Nat. Mun. League; Peace Org.
- ELKINS, MRS. STEPHEN B., Washington, D. C.
- ELLICOTT, MRS. CHARLES E., Baltimore, Md. Pres. Md. League of Women Voters.
- §ELLICOTT, WILLIAM M., Baltimore, Md. Architect. Mem. Balto. Chapt. A. I. A.; Soc. Archæol. of Am.; Advis. Com., Com. of 100.
- *ELTING, VICTOR, Chicago, Ill. Lawyer. Pres. City Club; past Pres. City Homes Assn.; Sch. of Civics & Philanthropy; Mem. Bd. of Dirs., Nat. Housing Assn.; Mem. Winnetka Zoning Commn.
- §ELWOOD, P. H., JR., Ames, Ia. Professor & Head, Dept. of Landscape Architecture, Ia. St. Coll. Chmn. Ames Fed. City Com., A. C. A.; Trustee A. S. L. A. (Chmn. Roads & Highways Coms., & Internat. Peace Garden, also Chmn. pro tem., Ia. Roadside Impr. Council); Mem. City Planning Commn.
- ELY, RICHARD T., New York City. Political Economist. Founder & Dir. Inst. for Research in Land Economics & Publ. Utilities; Am. Bur. Industrial Research; Founder (Past Pres.) Am. Econ. Assn.; past Pres. Am. Assn. for Labor Legisl.; Mem. Internat. Statis. Inst. Author & Editor of numerous books & articles on economic subjects. Editor-in-Chief *Journal of Land & Public Utility Economics*.
- *EMERSON, FRANK H., Peoria, Ill.
- *EMERSON, GUY, New York City. Banker. Mem. Civ. Serv. Reform Assn.; English-Speaking Union; Nat. Geog. Soc.; Nat. Parks Assn.
- ENGLE, LAVINIA, Baltimore, Md. Dir. Md. League of Women Voters. Mem. Md. House of Delegates.
- §ENO, WILLIAM PHELPS, Washington, D. C. Chmn. Bd. of Dirs., Eno Fdn. for Highway Traffic Regulation; Mem. Bd. of T.; Com. of 100; C. of C.; Nat. Inst. of Social Sci.; Nat. Highway

- Traffic Assn.; Pilgrims of the U. S. Nat. Safety Council.
- ***ENGLISH, FRANK**, Boise, Ida.
- EPFICH, L. F.**, Denver, Colo. Realtor. Mem. (past Pres.) Nat. Assn. of Real Estate Bds.; Denver R. E. Exchange (past Pres.); Exec. Com., City Planning Commn.; Bd. of Zoning Adjustment (past Chmn.); C. of C.
- ERDMAN, CHARLES R.**, Princeton, N. J. Theologian. Prof. Pract. Theol., Theol. Seminary, Princeton, N. J.
- ERNST, RICHARD P.**, Covington, Ky. Past U. S. Senator. Pres. Cumberland Falls Preservn. Assn.; Trustee Centre Coll., U. of Ky.; Western Coll. for Women, Oxford, O. Donor, Nature Theatre at Western Coll.
- ESTABROOK, MRS. GEORGE L.**, Germantown, Pa. Mem. Civic Club of Phila.; Germantown & Chestnut Hill Impr. Assn.; Friends of the Wissahickon Soc.; Pa. Mus. of Art; Phila. Playground Assn.; Pocono Forest Preserve Assn.
- EUBANK, B. N.**, Roanoke, Va. Architect. Mem. City Planning & Zoning Commn.
- ***EVANS, ANNE**, Denver, Colo.
- §**EVANS, JOSHUA, JR.**, Washington, D. C. Banker. Pres. Dist. Nat. Bank; Mem. Bd. of T.; Exec. Com., Com. of 100; Community Chest (Chmn. Budget Com.); past Mem. Adv. Com., Civic Development Dept., U. S. C. of C.
- EVISON, HERBERT**, Washington, D. C. Newspaperman. Exec. Sec. Nat. Conf. on St. Parks; past Sec. Wash. Natural Parks Assn.; past Mem. Council, Nat. Conf. on Outdoor Recr.; Founder Am. Forest Week. Editor *State Park Anthology* (1930).
- †**EWING, MRS. HAZLE BUCK**, Bloomington, Ill. Dir. League of Nations Assn. of Ill.; Victory Hall Home for Boys; Mem. Bloomington Art Assn.; Community Players; Woman's Club.
- ***EWING, THOMAS**, New York City. Lawyer. Past U. S. Commr. of Patents.
- §**EWING, MRS. THOMAS**, New York City.
- §**ETNON, WILLIAM JOHN**, Washington, D. C. Printer. Mem. Bd. of Dirs., C. of C.; Mem. Bd. of T.
- ***FAIRBANK, MRS. KELLOGG**, Chicago, Ill. Past Pres. Bd. of Dirs., Lying-in Hosp.; Mem. Woman's Div., Ill. Council Nat. Defense Com.; Exec. Com., Gov.'s Commn. on Unempl. Relief; Exec. Com., A Century of Progress.
- ***FAIRCLOUGH, HENRY RUSHTON**, Stanford University, Cal. Philologist. Past Mem. Faculty, Leland Stanford U.; U. of Wis.; Columbia U.; U. of Chicago; U. of Cal.; Harvard U.
- FALK, OTTO H.**, Milwaukee, Wis. Manufacturer. Pres. Bd. of Govs., Marquette U.; past Pres. Public Safety Commn. Mem. various City Assns. Received medal as Milwaukee's foremost citizen.
- †**FARNAM, HENRY W.**, F. A. A. A. S., New Haven, Conn. Political Economist. Past Editor *Yale Review*, *Economic Review*. Past Chmn. Civ. Serv. Bd.; past Pres. Am. Econ. Assn.; A. A. L. L.
- FARQUHAR, FRANCIS**, York, Pa. Chmn. local Chapt., A. R. C.; local Council, Boy Scouts; Mem. Bd., Family Serv. Bur.; Welfare Fed.; York Hosp.
- ***FARQUHAR, FRANCIS P.**, San Francisco, Cal. Certified Public Accountant. V.P. Sierra Club; Am. Alpine Club; Sec. Commonwealth Club of Cal. (past Mem. Bd. of Govs.); Mem. Cal. St. Geog. Bd.; Editor *Sierra Club Bulletin* since 1926.
- †**FERGUSON, JOHN W.**, Paterson, N. J.
- FERRY, DEXTER MASON, JR.**, Detroit, Mich. Pres. Mus. of Art Founders Soc.; Chmn. Nat. Adv. Com., U. of Mich. Alumni; Mem. Council, Village of Grosse Pointe.
- FERRY, MRS. DEXTER M., JR.**, Detroit, Mich. Past Pres. Garden Club of Mich.; V.P. Fed. Garden Clubs of Mich.; Neighborhood Club, Grosse Pointe.
- FIELD, KIRKE H.**, Redlands, Cal. Retd. Lawyer. Pres. A. K. Smiley Publ. Libr.; V.P. Asso. Charities. Mem. Hort. & Impr. Soc.
- FIELDER, MRS. MINNIE K.**, Sherman, Tex. Pres. Sherman-Denison Highway Impr. League.
- FILENE, A. LINCOLN**, Boston, Mass. Merchant. Mem. Mass. Adv. Bd. of Edn.; World Assn. for Adult Edn. (London); English-Speaking Union; Nat. & N. E. Voc. Guidance Assn.; U. S. & Boston C. of C.; Nat. Econ. League; Am. Econ. Assn.; Am. Acad. of Polit. & Social Sci.; Acad. Polit. Sci.; Chmn. Com. on Edn. & Voc., University Club.
- FILENE, EDWARD A.**, Boston, Mass. Founder & President 20th Century Fd. Past Mem. Exec. Com., U. S. C. or C.; Exec. Chmn., Met. Plan Commn.; Mem. Acad. Polit. & Social Sci.; Am. Econ. Assn.; Nat. Mun. League, & many other national organizations.
- ¶**FINDLAY, MRS. JAMES**, Hagerstown, Md. Pres. Hagerstown Civic League; Dir. Orphans Home.
- FINK, PAUL M.**, Jonesboro, Tenn. Banker. Dir. Great Smoky Mtns. Conservn. Assn. Mem. Exec. Com., Appalach. Trail Conf. Aided movement to secure Great Smoky Mtns. Nat. Park, working with Southern Appalach. Nat. Park Com., Great Smoky Mtns. Conservn. Assn., Great Smoky Mtns. Park Commn., & Nat. Park Serv.
- FINKELSTEIN, I. B.**, Wilmington, Del. Executive. Chmn. Bd. of Dirs., Wilmington Civic Assn.; Pres. C. of C.; Hebrew Charity Assn.; Del. Safety Council; Trustee Taxpayers' Res. League; Mem. Professional & Social Workers' Club; Social Serv. Club; Kiwanis Club.
- ***FIRESTONE, CLARK B.**, Cincinnati, O.
- FIRESTONE, H. S.**, Akron, O. Manufacturer. Mem. City Planning Commn.; Highway Ednl. Bd.; U. S. C. of C.

- †FISHBURN, J. B., Roanoke, Va.
 †FISHBURN, J. P., Roanoke, Va. Publisher & Editor. Pres. *Times-World Corp.* Pub. *Roanoke Times & Roanoke World-News*. V.P. U. S. C. of C.; Mem. St. Conservn. & Development Commn.; St. Hist. Highway Assn.; St. C. of C.; Roanoke C. of C.; Am. Hist. Assn.; Am. Econ. Assn.; Am. Polit. Sci. Assn.
- FISHER, CHARLES F., Akron, O. City Planner. Sec. Bd. of Zoning Appeals; Engr., City Plan Commn.; past Sec. City Plan Commn., Portland, Ore.; Mem. Bd. of Govs., Am. City Planning Inst.; Nat. Conf. on City Planning.
- FISHER, MRS. FREDERICK, Lake Bluff, Ill. Hon. Pres. Fed. Garden Clubs of Ill.; V.P. Nat. Council St. Garden Club Feds.; Nat. Farm & Garden Assn.; Conservn. Chmn. Nat. Garden Clubs.
- FISK, EVERETT O., Boston, Mass. Educator. Mem. Nat. Mun. League; Brookline C. of C.; Am. Polit. Sci. Assn.; Boston City Club; Mass. Club; 20th Century Club; Nat. Edn. Assn., & many others.
- FLAGG, MRS. STANLEY G., JR., Bryn Mawr, Pa. Mem. Art Alliance; Civic Club; Acorn Club; Sedgely Club; Women's City Club.
- FLANIGEN, C. D., Athens, Ga. Dir. Ga. Mfrs. Assn.; St. C. of C.; Athens Tuberculosis Assn.; Mem. (past Pres.) C. of C.; Rotary Club; City Bond Commn.; Art Assn.
- FLEISHER, SAMUEL S., Philadelphia, Pa. Retd. Manufacturer. V.P. Art Alliance; Nat. Plant, Fruit & Flower Guild; Dir. Phila. Playgrounds Assn.; Pa. Emerg. Aid Soc.; Nat. Econ. League; Hon. Pres. Asso. Amateur Arts Club of Am.; Phila. Sch. of Art League; Trustee Neighborhood Center; Mem. Greater Pa. Council (apptd. by Governor); Founder & Supporter Graphic Sketch Club; Mem. St. Council for Edn.; Am. Fed. of Arts; Pa. Hist. Soc.; Phila. Commn. for Beautification of Met. Area; Hon. Mem. A. I. A.; Fairmount Park Art Assn.; Reg. Planning Fed., Phila. Tri-St. Dist., & many others. Received Phila. Award 1923 for "advancing the best & largest interest of Philadelphia."
- FLEMER, LEWIS, Washington, D. C.
- FLEMING, ROBERT V., Washington, D. C. Banker. Pres. Riggs Nat. Bank. Mem. Bd. of Dirs., Bd. of T. (Chmn. Greater Nat. Cap. Com.); Treas. Community Chest.
- *FLETCHER, E., San Diego, Cal.
- ♀FOCKLER, GEORGE S., Johnstown, Pa. Sec. City Planning Commn.
- FOLGER, MRS. HENRY CLAY, Glen Cove, N. Y. Donor (with Henry C. Folger) Folger Memorial Library, Washington, D. C.
- †FORBES, ALEXANDER, Milton, Mass. Physiologist. Asso. Professor of Physiol., Harvard U.
- †FORBES, MRS. J. MALCOLM, Milton, Mass. Mem. Playgroup Assn.; A. R. C.; Am. Geog. Soc.; Am. Forestry Assn.; Women's Mun. League, & many others.
- FORBES, JANE D., Baltimore, Md.
- FORBES, J. MURRAY, Milton, Mass.
- ♀FORBES, RUSSELL, New York City. Sec. Nat. Mun. League; Dir. Mun. Admn. Serv.; Mem. Nat. Assn. of Civic Secs.; City Club of N. Y.; Steering Com. & Charter Revision Com., N. Y. Com. of 1,000; City Affairs Com. of N. Y. C. Com., Citizens Union of N. Y.
- FORD, MRS. GEORGE B., Northampton, Mass. Trustee-in-Residence, Smith Coll.
- FORD, MRS. HENRY, Dearborn, Mich. Pres. Woman's Nat. Farm & Garden Assn.; Designer of Model Wayside Stand.
- †FORD, JAMES, Cambridge, Mass., & Washington, D. C. Asso. Professor of Social Ethics, Harvard U. Exec. Dir. Better Homes in Am. Mem. Exec. Bd., Internat. Housing Assn.; Com. on Family & Parents Edn., White House Conf. on Child Health & Protection; Chmn. Res. Com., President's Conf. on Home Bldg. & Home Ownership (Jt. Editor, final Conf. Reports); past Pres. Cambridge Housing Assn.; Mem. Bd. of Dirs., Indian Defense Assn.; Mem. Adv. Com., Wash. Br. Internat. Labor Office.
- †FOSHAY, WILBUR B., Minneapolis, Minn.
- FOSTER, SAMUEL M., Fort Wayne, Ind. Banker.
- FOWLER, CLARENCE, F. A. S. L. A., New York City. Landscape Architect. Chmn. Com. on Edn., Mem. Com. on Nat. Cap. & Com. on Am. Acad. in Rome, A. S. L. A.; Trustee Cambridge Sch. of Domestic & Landscape Architecture; Dir. City Garden Club; Mem. Park Assn. of N. Y. C., Inc.; City Club of N. Y. (Mem. Com. on Parks & Playgrounds); Archtl. League; Art-in-Trades Club; Met. Mus. Art; Hort. Soc. of N. Y.; Am. Fed. of Arts; N. H. Hist. Soc.
- FRAIM, MRS. CLARENCE, Wilmington, Del.
- FRAME, NAT T., Morgantown, W. Va. St. Dir. Coop. Extension Work in Agr. & Home Econ.; Field Sec. Country Life Assn.; Mem. of numerous state & local organizations.
- FRANCKE, MRS. LUIS J., Brookville, N. Y. Pres. North Country Community Assn. (Chmn. Conservn. Com.); Chmn. Conservn. Exhibit Com., Garden Club of Am. Internat. Flower Show, 1932; Mem. Exec. Com., North Country Garden Club, L. I.; Exec. Com., Audubon House.
- *FRANKEL, HENRY, Des Moines, Ia. Merchant. Dir. C. of C.; Mem. Greater Des Moines Com., Good Roads Com., & many others.
- *FRANKEL, MRS. HENRY, Des Moines, Ia. Chmn. St. Bd. of Conservn.; V.P. & Program Chmn., Woman's City Club; Mem. Founders Group Garden Club (Adv. Park Com.); Audubon Soc.; Women's Club, & many others.

- Lecturer on conservation & outdoor subjects.
- †FRANKLIN, H. H., Syracuse, N. Y. Manufacturer.
- *FREEMAN, MRS. F. W., Topeka, Kans.
- *FREEMAN, JAMES E., Bishop of Washington, D. C. Leading movement for completion of National Cathedral.
- ♀FREEMIRE, MRS. L. H., Takoma Park, Md. Sec. Civic & Sch. Assn.
- FREIBERG, MAURICE J., Cincinnati, O. Trustee City Sinking Fund. Mem. Charter Com.; Treas. & Mem. Exec. Com.; Community Chest; Treas. & Mem. Bd., Inst. of Fine Arts.
- FRIEDMANN, ALBERT T., Milwaukee, Wis. Merchant. Chmn. Bd. Milwaukee Co. Community Fd.; Trustee Art Inst.; Citizens' Bur.; Dir. Assn. of Commerce.
- FRIEDMANN, MAX E., Milwaukee, Wis. Merchant.
- *FUCHS, W. H., St. Louis, Mo. Physician. Mem. Bd. of Dirs., Mo. Social Hygiene Soc.; past Mem. City Planning Commn.
- †FUERTES, JAMES H., New York City. Civil Engineer. Mem. A. S. C. E.
- FULLER, MRS. GEORGE W., Kansas City, Mo. Pres. General Assembly, Greater Kansas City; Mem. General Com. of 1,000; Auditorium Com.; Bd. of Edn.
- FULTON, KERWIN H., New York City. Pres. Outdoor Advertising, Inc. Mem. Mchts. Assn.; C. of C.; Reg. Planning Commn.; Bd. of Govs., Advertising Fed. of Am.
- FUSELLI, EUGENIO, Rome, Italy. Engineer & Architect. Mem. Rome Town Planning Soc.; Internat. Fed. Housing & Town Planning.
- GALE, HORACE BIGELOW, Natick, Mass. Chmn. Mass. Billbd. Law Defense Com.; Town Planning Bd.; Sec. Trustees of Town Libr.; Mass. Fed. of Planning Bds.
- GALLAGHER, PERCIVAL, Brookline, Mass. Landscape Architect. Mem. firm Olmsted Bros.; A. S. L. A.; Consultant, Essex Co., Union Co., & Passaic Co. Park Commns.
- GANO, JOHN V., Cincinnati, O. Insurance Salesman. Mem. League of Nations Assn.; Peace League; Consumers League; Better Housing League.
- ♀GARDNER, CLARENCE, Philadelphia, Pa. Sec. Phila. Commn. Sec. The Am. Fdn., Inc.; The Phila. Award; Treas. The Am. Peace Award; Mem. Bd. of Govs., Phila. Forum; Mem. City Parks Assn.; Fairmount Park Art Assn.; Union League of Phila.
- GARDNER, GEORGE C., Springfield, Mass. Architect. Chmn. City Plan Bd.; Mem. A. I. A.
- GARDNER, GEORGE P., Boston, Mass. Corporation Official. Mem. Bd. of Mgrs., Mass. Eye & Ear Infirmary; Pres. Emeritus Children's Hosp.; V.P. Mus. of Fine Arts.
- GARDNER, HARRY L., Cranston, R. I. Corporation Official. Pres. Dist. Nursing Assn.
- §GARFIELD, ABRAM, F. A. I. A., Cleveland, O. Architect. Chmn. City Plan Commn.; Com. on Slums & Blighted Areas, President's Conf. on Home Bldg. & Home Ownership; V.P. & Dir. A. I. A.; Mem. C. of C.; Nat. Commn. Fine Arts, Washington, D. C.
- GARFIELD, CHARLES W., Grand Rapids, Mich. Banker. Chmn. City Planning Commn.; Dir. Park & Blvd. Assn.; Playground Assn.; Hon. Dir. Kent Co. Humane Soc.; Dir. Mich. Forestry Assn.; Hon. Mem. Internat. Rotary; Mem. Audubon Soc.; Welfare Union; Assn. of Commerce; Am. Forestry Assn.; Nat. Conf. on City Planning; Nat. Reer. Assn.
- GARFINKEL, JULIUS, Washington, D. C. Merchant. Trustee George Washington U.; Dir. Emergency Hosp.; Riggs Nat. Bank; Mem. U. S. C. of C.; Bd. of T.
- *GARGES, DANIEL, Washington, D. C. Sec. Bd. of D. C. Commrs.; Mem. Soc. of D. C. Natives.
- †GARLAND, WILLIAM MAY, Los Angeles, Cal. Realtor. Past Pres. Nat. Assn. of Real Estate Bds.; Cal. C. of C.; Mem. & Pres. X. Olympiad, Los Angeles, 1932; past Mem. Bd. of Edn.; Publ. Libr. Bd.; Pacific Coast delegate, Internat. Olympic Com.
- GARRETT, MRS. EDWARD, Seattle, Wash.
- GARVIN, MILTON T., Lancaster, Pa. Chmn. Co. Mus. of Hist., Sci. & Art; Mem. C. of C.; Gen. Hosp.; Shippen Sch. for Girls.
- GAUS, JOHN MERRIMAN, Madison, Wis. Teacher of Political Science, U. of Wis. Mem. & Sec. Gov.'s Com. on Land Use & Forestry, St. of Wis.; Mem. Reg. Plan Assn., Inc., N. Y. C.; Nat. Mun. League; Am. Polit. Sci. Assn.; Am. Hist. Assn.; Minn. Hist. Soc.; Wis. Hist. Soc.; Friends of our Native Landscape.
- §GEIFFERT, ALFRED, JR., F. A. S. L. A., New York City. Landscape Architect. Pres. N. Y. Chapt., A. S. L. A.; Delegate Fine Arts Fed.; Mem. Archtl. League of N. Y.
- GERARD, JAMES WATSON, New York City. Lawyer. Diplomat. Past Asso. Justice, Supreme Court of N. Y.; past Ambassador to Germany.
- †GIANNINI, AMADEO P., San Francisco, Cal. Banker. Founder Bank of Italy; past Pres. Trans-America Corp.; Mem. Bd. of Dirs., C. of C.
- †GIBSON, MARY K., Wynnewood, Pa. GIBSON, PETER B., St. Louis, Mo. V.P. Boyd Gibson Realty Co. Developer of Green Acres subdivision.
- GILBERT, MRS. LYMAN D., Harrisburg, Pa. Hon. Pres. Civic Club; Mem. C. of C.; Garden Club.
- *GILLEN, FRANCIS F., Washington, D. C. GILLESPIE, KATE S., Philadelphia, Pa. GILLET, MRS. LUCY BANCROFT, Oxford, Eng.
- ♀GLENN, JOHN M., New York City. Past Gen. Dir. Russell Sage Fdn. (endowed by Mrs. Russell Sage with \$15,000,000,

- the income from which is used for the improvement of social & living conditions.) Dir. Reg. Plan Assn., Inc.; Planning Fdn. of Am.; past Pres. Nat. Conf. Charities & Correction; Mem. Exec. Com. & Social Serv. Commn., Fed. Council of Charities.
- §GLISAN, RODNEY L., Portland, Ore. Attorney. Pres. Portland Chapt., Archæol. Inst. of Am.; V.P. Mus. Nat. Hist.; Chmn. Outdoor Recr. Com., C. of C.
- *GLOSSOP, W. EDWIN, Louisville, Ky.
- *GLOVER, CHARLES C., Washington, D. C. Exec. Officer Asso. Charities; Trustee Exec. Com., George Washington U.; Mem. Bd. of Govs., Columbia Hist. Soc.; Mem. Am. Legion.
- §GODDARD, EDWIN C., Ann Arbor, Mich. Professor of Law. Pres. Bd. of Trustees, Ann Arbor Y. W. C. A.; past Dir. Community Fd. Assn.; V.P. Garden Club; Chmn. Com. on Roadside Impr., Fed. Garden Clubs of Mich.; Mem. Bd. of Park Commrs.
- §GODDARD, MRS. EDWIN C., Ann Arbor, Mich. Past Pres. Garden Club.
- §GODWARD, ALFRED C., Minneapolis, Minn. Consulting Engineer. Dir. Met. Planning Commn., St. Paul & Minneapolis area; Hennepin Co. Good Roads Assn.; Engr. Advis. Bd., Nat. Safety Council; past City Planning Engr. (1922-1928); Mem. Charter Commn.
- *GODWIN, BLAKE-MORE, Toledo, O. Curator, Dir. & Councilor Art Mus.; Dir. Coll. Art Mus.; Trustee Toledo U.; Am. Assn. of Museums; Mem. Archæol. Inst. of Am.
- †GOOD, JESSIE M., Springfield, O. Author.
- GOODE, J. PAUL, Chicago, Ill. Professor Emeritus Geography, Cartographer. Mem. City Club.
- GOODMAN, JOSEPH C., Columbus, O. Importer. Trustee St. Archæol. & Hist. Soc.; Chmn. River & Stream Impr. Com., C. of C.; Treas. "Save-Outdoor-Ohio" Council; Asso. Mem. St. Water Conservn. Bd.
- GOODRICH, ERNEST P., New York City. Consulting Engineer. Dir. Am. City Planning Inst.; Mng. Dir. N. Y. Bur. of Mun. Res.; Consultant to Borough Pres. of Manhattan (7 yrs.); Pres. Res. Inst. for Econ. Housing; Trustee Peoples Inst. of Brooklyn; Mem. Tenement House Com., Charity Org. Soc.; N. Y. Housing Assn.; N. Y. City Club; N. Y. Welfare Council; City Mgrs. Assn.; Nat. Mun. League. Planning Adviser to Chinese Govt., 1929.
- *GOODWIN, E. S., Seattle, Wash.
- ♀GORDON, SETH, Washington, D. C. Pres. Am. Game Assn. Sec. Am. Game Conf.; Chmn. Exec. Com., Internat. Assn. of Game, Fish & Conservn. Commrs.; Sec.-Treas. Am. Fisheries Soc.; Nat. Com. on Wild Life Legis.; Mem. Migratory Bird Adv. Bd.; Am. Forestry Assn.; Izaak Walton League (past Conservn. Dir.).
- GORDY, MRS. WILBUR F., Hartford, Conn. Mem. Art Club; Art Soc.; League of Women Voters; & many others.
- GOTT, FRANCIS H., Rochester, N. Y. Landscape Architect. Chmn. Reformation Com., C. of C. (Mem. Good Roads Com. & Community Council); Mem. A. S. L. A. (Mem. Peace Garden Com.); Rochester Engring. Soc.; Soc. of Archts.; Com., Nat. Shade Tree Conf.
- †§GOULD, CARL F., Seattle, Wash. Architect. 1st. Pres. Art Inst.; V.P. N. W. Acad. of Arts; Mem. A. I. A. Com. on Nat. Cap.; President's Conf. on Home Bldg. & Home Ownership; Soc. Beaux Arts Archts., N. Y.; Archtl. League of N. Y.; City Affairs Com., C. of C.; Garden Club; Seattle Mun. League. Designer U. of Washington Campus, Archt. new Art Inst. Bldg., Associated, Capitol Bldge., Olympia.
- *GOULD, E. B., JR., San Diego, Cal.
- †§GRAHAM, E. C., Washington, D. C. Merchant. Dir. Community Chest; D. C. Com. on Empl.; D. C. Com. on Recr. Facilities; past Pres. Bd. of Edn.; Bd. of T.; Rotary Club; Mem. C. of C.; Engrs. Club of N. Y.
- GRAHAM, ERNEST R., Pennsboro, Fla. St. Highway Commr.
- *GRANGER, ALFRED, F. A. I. A., Chicago, Ill. Pres. Archts. Club; Mem. (past Pres.) local chapt., A. I. A.; Ill. Soc. of Archts. (past Pres.); Bd. of Dirs., Northwestern U. Settlement; A. I. A. Com. on Nat. Cap.; Am. Assn. of Engrs.
- GRANT, JOSEPH D., San Francisco, Cal. Merchant. V.P. "Save-the-Redwoods" League; Life Trustee Stanford U.; Trustee Cal. Acad. of Sci.
- GRANT, ULTRASES S., 3d, F. A. G. S., Washington, D. C. U. S. Army. Dir. Publ. Bldgs. & Parks; Exec. Officer & Mem. Nat. Cap. Park & Planning Commn.; Publ. Bldgs. Commn.; Arlington Memor. Bridge Commn.; Hon. Mem. A. I. A.; Am. City Planning Inst.; Mem. Kalorama Citizens' Assn.; Zoning Commn.
- GRAVES, HARVEY B., Rochester, N. Y. Dir. Highland Hosp.; Mem. C. of C.; Miami, Fla., C. of C.; Adv. Com. Y. M. C. A.; City Club. Originator & landscape architect, Sunny Side development, Miami Beach, Fla.
- GRAVES, HENRY S., New Haven, Conn. Dean Yale Sch. of Forestry. Dir. Am. Forestry Assn.; New Haven Community Chest; Pres. New Haven Park Commn.; Chmn. Com. on Yale Natural Preserve; Distrib. Com., New Haven Fdn.; Mem. Am. Geog. Soc.; Nat. Parks Assn.; Am. Bot. Soc.; Am. Farm Econ. Assn.; Soc. of Am. Foresters; Campfire Club of Am.; Am. Game Assn.; A. A. A. S.; Adv. Bd., Nat. Arboretum; "Save-the-Redwoods" League; Adirondack Mtn. Club; N. Y. Forestry Assn.; Md. Forestry Assn.; Sierra Club; Soc. for Protn. of N. H.

- Forests; Conn. Forestry Assn.; & numerous other scientific & civic organizations.
- *GRAY, GORDON, San Diego, Cal.
- GRAY, MRS. LESLIE H., Orange, Va. Mem. (past Pres.) Garden Club of Va.; Garden Club of Am.
- *GREENBAUM, MRS. S. R., Wilmington, Del.
- *GREENLEAF, JAMES L., New York City. Landscape Architect. Cons. Landscape Archt. to Arlington Memor. Bridge Commn.; past Pres. A. S. L. A.; Asso. Mem. Nat. Acad. of Design; past Mem. Nat. Commn. of Fine Arts.
- GREGG, JOHN W., Berkeley, Cal. Landscape Architect. Prof. of Landscape Design, U. of Cal.; Landscape Archt. for U. of Cal. at Berkeley & Los Angeles; Mem. A. S. L. A.; U. Landscape Archts. Soc.; Cal. Conf. on City Planning; Nat. Conf. on City Planning; Am. Country Life Assn.; Alameda Co. Planning Commn. Responsible for development of U. of Cal. Campus at Berkeley, Los Angeles, Riverside, La Jolla, & Davis.
- †GREGG, WILLIAM BURR, Hackensack, N. J.
- ††GREGG, WM. C., Hackensack, N. J. Manufacturer, Inventor, & Art Collector. Fellow Nat. Acad.; V.P. A. C. A.; V.-Chmn. Southern Appalach. Nat. Park Commn.; Mem. Council on Nat. Parks, Forests & Wild Life; Audubon Soc.; Nat. Parks Assn. Rendered distinguished service for conservation of National Parks & defender of southwest corner Yellowstone Park.
- †GRIBBEL, MRS. JOHN, Philadelphia, Pa.
- †GRIES, JOHN M., Washington, D. C. Economist. Chief, Div. of Publ. Construction, U. S. Dept. Commerce, 1929-30; Exec. Sec. President's Conf. on Home Bldg. & Home Ownership; past Chief, Div. of Bldg. & Housing, Dept. Commerce; V.P. Nat. Mun. League; Mem. Bd. of Dirs., Better Homes in Am.; Nat. Conf. on St. & Highway Safety; Nat. Conf. on City Planning; Hon. Mem. City Planning Inst. Represented U. S. Dept. Commerce at Internat. Housing & Town Planning Congress, Vienna, 1926; Chmn. U. S. Deleg. 5th Internat. Congress of Bldg. & Publ. Works, London, Eng., 1930.
- §GRIES, MRS. JOHN M., Washington, D. C.
- *GRIFFITH, WARREN, Toledo, O.
- GROSVENOR, MRS. GILBERT, Bethesda, Md. Chmn. Civic Section, 20th Century Club (past Pres.); Mem. Woman's Bd., George Washington U. (past Pres.); Mem. Bd., Rockville Social Serv. League; Rockville Pike Citizens Assn.; Alta Vista Citizens Assn.; Mem. Woman's Club.
- GRUNDY, JOSEPH R., Bristol, Pa. Past U. S. Senator.
- GUCKER, FRANK T., Philadelphia, Pa.
- *GUNTER, W. A., Montgomery, Ala. Mayor. Pres. Bd. of Commrs.; Mem. C. of C.
- §GUTHRIE, FRANCIS S., Pittsburgh, Pa. 1st V.P. & Mem. Bd. of Dirs., Civic Club, Allegheny Co.
- *HAFF, DELBERT J., Kansas City, Mo.
- §HAGEDORN, JOSEPH H., Philadelphia, Pa. Dir. Housing Assn.; V.P. Publ. Edn. & Child Labor Assn.; Trustee Bur. of Mun. Res.; Phila. Commn.; Phila. Forum.
- HAGER, KURT, Dresden, Germany. City Planner.
- HALDEMAN, B. ANTRIM, Philadelphia, Pa. Town Planner. Chief Div. of City Planning, & Mun. Engr., Pa. Dept. of Intern. Affairs, 1919-28; Mem. Nat. Housing Assn.; Nat. Conf. on City Planning; Am. City Planning Inst.; Pa. Housing & Town Planning Assn.; Pa. Forestry Assn.; Reg. Planning Fed. of Phila. Tri-St. Dist.
- *HALL, MR. AND MRS. LOUIS P., Ann Arbor, Mich.
- HALLER, MR. AND MRS. T. STUART, Frederick, Md.
- HAM, WILLIAM F., Washington, D. C. Pres. Washington Ry. & Elec. Co.; Mem. Bd. of T.; C. of C.; Rotary Club.
- *HAMILL, MRS. CHARLES, Chicago, Ill.
- HAMLIN, MRS. CHARLES S., Mattapoisett, Mass. V.P. Nat. Civic Fed.; Pres. Mattapoisett Impr. Assn.
- †HAMLIN, CHAUNCEY J., Buffalo, N. Y. Pres. Buffalo Soc. Nat. Sci.; Hon. V.P. Mus. of the City of N. Y.; Chmn. Niagara Frontier Planning Bd.; Exhibits Sub-Com., Buffalo Centenn. Soc.; Dir. Am. Assn. of Museums; Niagara Frontier Planning Assn.; City Planning Assn., Inc.; V.-Chmn. Allegheny St. Park Commn.; Trustee Am. Scenic & Hist. Preservn. Soc.; Am. Mus. Nat. Hist.; Treas. Am. Assn. for Adult Edn.; Mem. Bd., Fed. Soc. on Planning & Parks; Hon. Mem. Washington Bicentenn. Celebration General Citizens Com.; Mem. Council of Boy Scouts; Adv. Council Yosemite Mus. Assn.; Roosevelt Wild-Life Station; Com. on Canal Terminals, N. Y. St. Waterways Assn.; Leg. Aid Bur.; C. of C.; Mun. Res. Bur.; Explorers Club; Sierra Club; N. Y. St. Roosevelt Memor. Commn.; Nat. Econ. League. Awarded Chancellor's Medal of the U. of Buffalo for "eminent service to the community, 1931."
- HAMMEL, W. C. A., Greensboro, N. C. Chmn. Civic Bur., C. of C.; City Planning Commn.; Civic Section, Rotary Club; Publ. Amusements Bd., City of Greensboro.
- †HAMMOND, JOHN HAYS, F. A. A. S., New York City, & Washington, D. C. Mining Engineer. Sp. expert U. S. Geol. Survey, 1879; Cons. Engr. with Cecil Rhodes in South Africa; Pres. Panama-Pac. Expn. to Europe, 1912; Chmn. World Court Congress, 1914-15; Pres. Am. Inst. Mining Engrs.; Mem. Nat. Civic Fed. & other civic & political bodies.

- §HANNA, JOHN H., Washington, D. C. Pres. Capital Traction Co. Mem. A. S. C. E.; Am. Inst. of Elec. Engrs.; Bd. of T.; C. of C.; Mchts. & Mfrs. Assn.; Columbia Hist. Soc.; Georgetown Citizens Assn.; Dist. Council Boy Scouts.
- HANSEN, A. E., New York City. Mem. Staten Island Civic League; Plumbing Standardization Com., U. S. Dept. Commerce; Boys' Work Com., N. Y. Rotary Club; Am. Assn. for Promotion of Hygiene & Publ. Baths; Fellow, Am. Publ. Health Assn.
- HARBISON, WILLIAM ALBERT, New York City. Pres. (& an incorporator) Am. Commonwealth League; Mem. Citizens' Com. of 1,000; White Plains C. of C.; U. S. C. of C.; N. Y. St. C. of C.; Philippine-Am. C. of C.
- HARDING, GENA RUSSELL, Washington, D. C.
- *HARDING, JOHN T., Kansas City, Mo. Attorney. Gov. Art Inst.; Trustee Harner Inst.; Mem. C. of C.
- §HARE, S. HERBERT, F. A. S. L. A., Kansas City, Mo. Landscape Architect, City Planner. Treas. A. S. L. A.; Trustee Art Inst.; Dir. Citizens League; Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; Mun. Art Commn.
- HARE, SID G., F. A. S. L. A., Kansas City, Mo. Landscape Architect, City Planner. Mem. Com. on Plant Nomenclature, A. S. L. A.; Chmn. local Com., Assn. of Am. Cemetery Supts. Responsible for development of Botanical Gardens of Floral Hills, Inc.
- HARKIN, J. B., Ottawa, Can. Commr., Nat. Parks of Can.
- *HARLAN, EDGAR R., Des Moines, Ia. Curator Hist. Dept., Ia. Sec. St. Conservn. Commn.; Fine Arts Assn.; Chmn. local Fed. City Com., A. C. A.; Founder Miss. Valley Hist. Assn.; Mem. St. Libr. Assn.; St. Hist. Assn.; Am. Hist. Assn.; Am. Acad. Polit. & Social Sci.; Outdoor Life Assn. of Am.
- HARMON, H. E., Watertown, N. Y.
- HARPER, CLARENCE L., Germantown, Pa. Pres. Pa. Civ. Serv. Assn.; V.P. Bur. of Mun. Res.; Phila. City Charter Com.; Mem. Com. of Seventy; Exec. Com., Civ. Serv. Ref. League; Treas. Criminal Justice Assn.
- *HARPER, J. C., La Jolla, Cal.
- *HARPER, ROBERT N., Washington, D. C. Retd. Banker. Pres. Washington & Leesburg Good Roads Assn.; Mem. (past Pres.) C. of C.; Bd. of T.
- *HARRIS, ALBERT L., F. A. I. A., Washington, D. C. Architect. Mun. Archt. for D. of C.; Prof. Archt. George Washington U.
- *HARRIS, CREDO, Louisville, Ky. Author. Mem. Ky. St. Hist. Soc. Connected with Louisville *Courier Journal*.
- HARRIS, MRS. H. F., Philadelphia, Pa.
- ♀HARRIS, HARRY F., Trenton, N. J. County Engineer.
- ♀HARRIS, MRS. JOHN T., Harrisburg, Pa. Sec. Harrisburg Civic League.
- †HARVEY, FREDERICK HENRY, Kansas City, Mo.
- HARVEY, MRS. JOHN S. C., Radnor, Pa.
- *HASKELL, W. J., Kansas City, Mo. Publisher.
- †HATHAWAY, ELLEN R., New Bedford, Mass.
- HAVENNER, GEORGE C., Washington, D. C. Investigator, U. S. Govt. Pres. Fed. of D. C. Citizens' Assns.; Anacostia Citizens' Assn.; Exec. V.P. D. C. George Washington Bicentenn. Commn.; Mem. Bd. of Dirs., C. of C.; Bd. of Trustees, Community Chest.
- ♀HAVENS, MUNSON A., Cleveland, O. Exec. Sec. C. of C.
- †HAY, LOGAN, Springfield, Ill. Attorney at Law. Pres. Abraham Lincoln Assn.; V.P. Springfield Council of Social Agencies; Chmn. Lincoln Memor. Commn.; St. Chmn. Nat. World Court Com.; Mem. Am. Law Inst.; League of Nations Assn.; Wash. Nat. Monument Soc.
- HAZARD, MRS. ROWLAND G., F. A. G. S., F. R. H. S. (England), Peace Dale, R. I. V.P. Mus. of Nat. Hist., Santa Barbara, Cal., dedicated to the memory of R. G. Hazard; Dir. Cottage Hosp., Wakefield, R. I.; Mem. Hort. Soc. of N. Y.; Life Mem. Forestry Assn.; (past Pres.) South Co. Garden Club.
- HEAD, WALTER W., New York City. Banker. Nat. Chmn. Bd. of Mgrs., Boy Scouts of Am.; Chmn. Nat. Boys' Week Com., Rotary Internat.; V.-Chmn. Nat. Com. on Boys & Girls Work; Mem. Gen. Bd. & Treas., Council, Y. M. C. A. (Chmn. Nat. Father & Son Com.); Trustee Hastings (Neb.) Coll.; Grinnell (Ia.) Coll.
- ‡§HEARD, MRS. DWIGHT B., Phoenix, Ariz. Chmn. Bd. of Publ. Charities; Bd. of Trustees, Heard Mus.; Bd. of Trustees, Woman's Club; Unempl. Relief Com.; Sec. Social Serv. Center; Community Welfare Council & Chest; Treas. Art Exhibition Com.; Dir. Fine Arts Assn.; Traveler's Aid Soc.; Ariz. Anti-Tuberculosis Assn.; Mem. Bd., Y. W. C. A.; Mem. Am. Fed. of Arts; Archæol. Inst. of Am.; Berkeley Woman's City Club; Nat. Conf. on Social Work; Phoenix C. of C. (Recr. Com.); President's Conf. on Home Bldg. & Home Ownership.
- *HEAVENRICH, WALTER S., Detroit, Mich.
- HEILIGENTHAL, R., Karlsruhe, Germany. City Planning Prof. at the Inst. of Technology. Author. Mem. Exec. Com., Internat. Fed. Housing & Town Planning; German Acad. of Town Planning; Mem. Bd., German Soc. of Garden Cities; past Town Planning official for city of Berlin.
- ♀HEINE, H. EUGENE, Philadelphia, Pa. Attorney at Law. Sec. City Park Assn.; Penn. Athletic Club; Mem. Optimist Internationale of Phila.
- *HELLEN, ARTHUR, Washington, D. C. Lawyer.
- *HELLER, M. F., San Diego, Cal.

- §HENCK, JOHN B., Santa Barbara, Cal.
Elec. Ry. Engr. Past Sec. faculty,
Mass. Inst. of Techn.; past Pres. Bd.
of Park Commrs.; Mem. A. A. A. S.;
Am. Acad. Polit. & Social Sci.; Nat.
Econ. League; C. of C.; past Mem.
City Council; Bd. of Free Holders
which prepared new city & county
charter for Santa Barbara.
- HENDERSON, CHARLES, New York City.
Horticulturist.
- §HENDERSON, EDGAR B., Washington,
D. C. Pres. Piney Br. Citizens'
Assn. (Chmn. Coms. on Zoning, &
Police & Fire Protection); Delegate
of Piney Br. Citizens' Assn. to Fed. of
Citizens' Assns. of Washington; Mem.
Com. of 100 on Fed. City.
- *HENDERSON, WILLIAM G., Washington,
D. C. Patent Attorney. Mem. Bd. of
T.; Cosmos Club.
- *HENDREN, MRS. L. L., Athens, Ga.
- HENTZ, LEONARD S., Madison, N. J.
- *HERKIMER, BERT S., New York City.
- ¶HERLIHY, MISS ELISABETH M., Boston,
Mass. Sec. City Planning Bd.; Boston
Noise Commn.; Chmn. & Editor Com.
on Memor. Hist., Boston Tercentenary
Commn.; Clerk Bd. of Zoning Ad-
justments; Treas. George Washington
Bicentenn. Commn., City of Boston;
Mem. Bd. of Govs., Am. City Planning
Inst.; Exec. Com., Mass. Fed. of Plan-
ning Bds.; Mem. Mass. Council on Home
Bldg. & Home Ownership; Mass. Conf.
of Social Work; Mass. Civic League;
Nat. Civic Fed.
- HERR, MRS. ALBERT M., Lancaster, Pa.
Pres. Iris Club; Civic Council; Pa.
Hort. Soc.; Chmn. of Rose-Planting on
Lincoln Highway from York to Chester
Co.
- HERRICK, CHARLES M., Bayonne, N. J.
Asst. Engr. City Planning Commn.
Mem. Am. City Planning Inst.; Nat.
Housing Assn.; Nat. Conf. on St.
Parks; Nat. Conf. on Social Work;
Nat. Recr. Assn.; Am. Public Health
Assn.; Nat. Mun. League.
- *HERROLD, GEORGE H., St. Paul, Minn.
City Planner. Mng. Dir. & Engr.
City Planning Bd.; Organizer & Dir.
Met. Planning Commn., St. Paul-
Minneapolis Region; Mem. Bd. of
Govs., Am. City Planning Inst.; Exec.
Com., City Planning Div., A. S. C. E.;
Chmn. local Fed. City Com., A. C. A.
- HERSEY, ADA H., Roxbury, Mass.
Mem. Mass. Civic Assn.; 20th Century
Club; Women's Mun. League; Billbd.
Law Defense Fd.; Mass. Forestry Assn.
- HEURICH, CHRISTIAN, Washington, D. C.
Mem. C. of C.; Bd. of T.; Columbia
Hist. Soc.; Nat. Geog. Soc.; & various
citizens associations.
- §HEWETT, AINSLIE, Louisville, Ky. Art-
ist. V.P. Louisville Chorus; Mem. Art
Assn.; Art Center.
- *HEWETT, EDGAR L., F. A. A. S., Santa
Fe & Albuquerque, N. M. V.P. Am.
Fed. of Arts; A. I. A.; Dir. Sch. Am.
Res. & Mus. of N. M.; Dir. Am. Res.
for Archæol. Inst. of Am.; Asso. Editor
Am. Journal of Archæology. Author
numerous papers on Am. Archæology,
Sociology, & Education. Studied Cliff
Dwellers region of Pajarito Plateau,
N. M.; made archæol. survey for Mesa
Verde, 1906. Aided in the preparation
of laws for preservation of Am. anti-
quities & Nat. Hist. Monuments.
- HEWLETT, WALTER J., New York City.
- *HICKS, V. M., Raleigh, N. C.
- HIERONYMUS, R. E., Urbana, Ill. Com-
munity Adviser, U. of Ill. Chmn. Ex-
tension Com., (past Pres.) Ill. Conf. on
Publ. Welfare; Exec. Com., Ill. Dis-
ciples Fdn., U. of Ill.; Dir. City Club
of Chicago; Art Extension Com.
- §HIESTER, MRS. ISAAC, Reading, Pa.
- *HIETT, IRVING B., Toledo, O. Realtor.
Mem. Zoning & Planning Com., U. S.
Dept. Commerce; past Pres. Nat.
Assn. of R. E. Bds.
- *HILL, MRS. A. ROSS, Kansas City, Mo.
- HILPERT, MEIER GEORGE, Bethlehem,
Pa. Consulting Engineer. Mem. A. S.
C. E.; A. S. M. E.
- HILTON, AGNES, Cincinnati, O. Officer
Ohio League of Women Voters; Hon.
Mem. City Charter Com.; Trustee
Publ. Lib. of Hamilton Co.
- *HINCH, R. L., Kansas City, Kans.
- HINSHAW, ANNE M., Ann Arbor, Mich.
Mem. Garden Club (Chmn. Conservn.
Com.); Wild Flower Preservn. Soc.;
Nat. Housing Assn.; Community Fd.
Org.
- †HIXON, J. M., Pasadena, Cal.
- HOADLEY, MRS. CHARLES, Englewood,
N. J. V.-Chmn. Fine Arts Dept., N. J.
St. Fed. of Women's Clubs; Chmn.
Billbd. Regulation, N. J. St. Com. for
Protection of Roadside Beauty; Billbd.
Regulation, Women's Club; Asso.
Mem. Reg. Plan Assn.
- HODENPYL, ANTON G., New York City.
Retd. Banker. Mem. Acad. of Polit.
Sci.; N. Y. C. of C.; Community Arts
Assn., Santa Barbara, Cal.; Grand
Rapids, Mich., Art Assn.; Roadside
Com., L. I. C. of C.; Matinecock
Neighborhood Assn., Locust Valley,
L. I.; Mill Neck Assn., Mill Neck, L. I.
- *HOFFMAN, ARTHUR J., Detroit, Mich.
- †HOFFMAN, BERNHARD, Santa Barbara,
Cal., & New York City.
- *HOIT, HENRY F., Kansas City, Mo.
Architect. Mem. C. of C.; past Chmn.
Country Club Dist. Homes Assn.
- HOLBROOK, WALDO E., Lakewood, N. J.
Boy Scout Executive. Pres. Y. M.
C. A.; Mem. Bd., Paul Kimball Hosp.;
Bd. of Edn.; Exec. Officer Boy Scouts
of Am. (Ocean Co.).
- §HOLCOMBE, AMASA M., Washington,
D. C. Patent Lawyer. Mem. Bd. of
T.; Fed. Citizens Assns.; C. of C.; City
Planning Com.; Mt. Pleasant Citizens'
Assn. (past Pres.); Inter-Fed. Conf.
- †HOLLINGSHEAD, MRS. GEORGE GIVEN,
Montclair, N. J.
- HOLLISTER, GEORGE H., Hartford, Conn.
Superintendent of Parks. Mem. (past
Pres.) Am. Inst. of Park Execs.
- *HOLMES, E. CLARENCE, Berkeley, Cal.

- HOLMES, EDWARD J., Cincinnati, O. Civil & Landscape Engr. Pres. Practicing Engrs.' Assn.; Dir. Civic Club of Mt. Washington.
- HOLMES, EDWARD J., Boston, Mass. Dir. Mus. Fine Arts.
- *HOLMES, W. H., Washington, D. C. Artist, Geologist, & Archæologist. Dir. Nat. Gallery of Art; past Pres. Wash. Acad. of Sci.; Mem. Archæol. Inst. of Am.; Life Mem. Nat. Geog. Soc.; Am. Folklore Soc.; Nat. Acad. of Scis.; French Alpine Club.
- HONEYMAN, MRS. JESSIE M., Eugene, Ore. Pres. Lewis & Clarke Expn.; Traveler's Aid Soc.; Portland Y. W. C. A.; Chmn. Ore. St. Y. W. C. A.; Dir. Honolulu & San Antonio Y. W. C. A.; Mem. Exec. Com., St. Fed. of Garden Clubs (Chmn. Roadside Com.); Am. Fed. of Arts; Garden Club of Am.; Portland Art Club.
- *HOOVER, WILLIAM D., Washington, D. C. Hostetter, HARRY B., Lancaster, Pa. Landscape Architect. Mem. City Planning Com., C. of C.; President's Conf. on Home Bldg. & Home Ownership.
- ¶HOUGHTON, AUGUSTUS S., New York City. Attorney. Sec. & Dir. Am. Game Assn.; Dir. Am. Forestry Assn.; Trustee Assn. for the Protection of the Adirondacks; V.-Chmn. Conservn. Com., Camp Fire Club of Am.; Mem. N. Y. St. Reforestation Com.
- †HOUGHTON, CLEMENT S., Boston, Mass. HOUGHTON, ELIZABETH G., Boston, Mass. HOWARD, MRS. E. O., Salt Lake City, Utah.
- §HOWARD, ROBERT C., Washington, D. C. Mem. Bd. of T.; Mt. Pleasant Citizens' Assn.
- HOWE, GEORGE A., Los Angeles, Cal.
- *HOWE, THOMAS, Indianapolis, Ind. Past Pres. Butler Coll.; Mem. C. of C.
- §HOWELL, BEAUDRIC L., Washington, D. C. Civil Engineer. Mem. Alexandria, Va., C. of C.; Asso. Mem. A. S. C. E.; Wash. Soc. of Engrs.; Soc. of Am. Mil. Engrs.
- *HOWELL, CLARK, Atlanta, Ga. Editor. Past Pres. Ga. Senate; past Speaker Ga. House of Rep.; Trustee U. of Ga.; Dir. Asso. Press. Editor *Atlanta Constitution*. Author "History of Georgia."
- HOWELL, MRS. T. P., Cleveland, O.
- *HOWLETT, BLANCHE C., Washington, D. C.
- *HOYT, JOHN CLAYTON, Washington, D. C. Hydraulic Engineer. Past Pres. Wash. Soc. of Engrs.; past V.P. Wash. Acad. of Sci.; A. S. C. E.; Mem. Am. Engring. Council.
- HUBBARD, HENRY V., Cambridge, Mass. Landscape Architect. Norton Prof. of Reg. Planning; Chmn. Harvard Sch. of City Planning; Pres. A. S. L. A.; Am. City Planning Inst.; Internat. Fed. Housing & Town Planning; Nat. Conf. on Outdoor Recr.; Mem. Town Planning Inst.; Nat. Cap. Park & Planning Commn. Chief Editor *Landscape Architecture*; *City Planning Quarterly*. Co-author with T. K. Hubbard of "An Introduction to the Study of Landscape Design" & "Our Cities Today & Tomorrow."
- HUBBARD, THEODORA KIMBALL (MRS. HENRY V.), Cambridge, Mass. Author & Editor. Hon. Ln. Am. City Planning Inst.; Corresp. Mem. A. S. L. A.; Asso. Mem. Town Planning Inst.; past Chief Ref. Libr. Section, U. S. Bur. of Housing & Transportation; 1921-23 Expert on Zoning Inform.; Sec. Hoover's Adv. Com. on City Planning & Zoning; Asso. Editor *Landscape Architecture*; Contrib. Editor *City Planning Quarterly*; Co-author (with Henry V. Hubbard) of "An Introduction to the Study of Landscape Design" & "Our Cities Today & Tomorrow." Author "Manual of Information on City Planning & Zoning"; Co-editor with F. L. Olmsted of *Olmsted Papers*, Vols. I & II.
- *HUBLEY, GEORGE W., F. A. I. E. E., F. A. S. M. E., Louisville, Ky. Consulting Engineer. Engr. Publ. Utilities Bur., City of Louisville; Sec. Engrs. & Archts. Club.
- *HUGHES, CHARLES C., Seattle, Wash.
- †HULL, MORTON D., Chicago, Ill. Congressman, former Mem. Ill. House of Rep. Mem. Ill. Constl. Conv., 1920; 68th-71st Congresses of U. S.
- HULL, ROY B., West Lafayette, Ind. Landscape Architect. Dept. of Hort. Extension Serv., Purdue U.; Mem. Bd. of Dirs., St. Fed. of Garden Clubs; Am. Country Life Assn.
- †HUNNEWELL, MRS. ARTHUR, Boston, Mass.
- HUNT, MRS. ROY ARTHUR, Pittsburgh, Pa. V.P. (past Pres. & Sec.) Garden Club of Allegheny Co.; Mem. Garden Club of Am.; Civic Club of Allegheny Co.
- *HUNT, SUMNER P., Los Angeles, Cal. Architect. Mem. A. I. A.; past Pres. Southern Cal. Chapt., A. I. A.; City Plan Commn.
- *HUNTINGTON, D. R., Seattle, Wash.
- *HUSSEY, ERNEST B., Seattle, Wash. Cons. Engr., Intercounty River Impr. of King & Pierce Counties. Chmn. Seattle Terminal Bd.; Mem. Grade Separation Commn.
- *HUTCHENS, MRS. M. J., New Haven, Conn.
- §HUTCHESON, MARTHA BROOKES (MRS. WM. A.), New York City. Landscape Architect. Mem. A. S. L. A. (N. Y. Chapt.); Am. Fed. of Arts; Nat. Soc. of Col. Dames; Met. Mus. Art; "Save-the-Redwoods" League; Garden Club of Am.
- HUTTENLOCH, RALPH L., Upper Montclair, N. J. Pres. & Dir. N. J. Fed. of Shade Tree Commns.; Supervisor Dept. of Parks & Publ. Property; Shade Tree Div.; Mem. City Garden Club.
- HUTTENLOCHER, MRS. FOREST, Des Moines, Ia. Chmn. Park Com., Garden Club (past Pres.); V.P. Ia. Fed. of Garden Clubs (Co-Chmn. Roadside

Beautification Com.); Nat. Council St. Garden Club Feds.; Organizer Jr. Garden Club of Am.

*IDEN, SUSAN, Raleigh, N. C. Feature Writer, Garden Editor & Reporter, *The Raleigh Times*. Mem. Exec. Bd., Historian, & Reporter Garden Club; St. Chmn. of Conservn., N. C. Garden Club; Rec. Sec. Woman's Club.

*IDESON, ETHEL F., Cincinnati, O. Social Worker. Asst. Exec. Sec. Better Housing League; Chmn. Living Cost Com., League of Women Voters; Sec. Cincinnati Peace League; Mem. City Charter Com.; Consumers League.

†IHLEDER, JOHN, Pittsburgh, Pa. Boston, Mass., & Washington, D. C. Housing Consultant. Exec. Dir. Pittsburgh Housing Assn.; Exec. Dir. Mass. Housing Assn.; past Field Sec. Nat. Housing Assn.; past Mgr. Dir. Phila. Housing Assn.; past Mgr. Civic Develop. Dept., U. S. C. of C.; Mem. City Planning & Zoning Adv. Com., U. S. Dept. Commerce; Am. City Planning Inst.; Greater Pa. Council; Housing Consultant Nat. Cap. Park & Planning Commn.; Bd. of Dirs., Pittsburgh Fed. of Social Agencies; Chmn. Exec. Com., Mass. Conf. on Social Work; Housing Com., Washington Council of Social Agencies; Com. Chmn., President's Conf. on Home Bldg. & Home Ownership; Chmn. Nat. Council on Housing Practice.

INGRAM, MRS. JOHN T., Quincy, Ill. Chmn. (Organizer & 1st Pres.) Civic Music Assn.; Mem. Bd., Music Club; Art Club; Mem. Little Community Theatre; St. Legis. Com., Ill. Fed. of Home Burs.; (Organizer & 1st Pres.), Parent-Teachers' Assn.; Adams Co. Home Bur.

INGLE, ARTHUR H., Rochester, N. Y. Manufacturer. Pres. Civic Impr. Assn.; V.P. C. of C.

*INGLIS, JAMES, Ann Arbor, Mich. Manufacturer. Dir. Fed. Res. Bank, Detroit; Nat. Bank of Commerce; past Pres. Detroit Bd. of Commerce.

*INGLIS, MRS. JAMES, Ann Arbor, Mich.

*INSULL, MRS. SAMUEL, Chicago, Ill.

†ISELIN, MRS. CHARLES OLIVER, New York City. Sec. Nat. Council for Protection of Roadside Beauty; Liaison Officer, Nat. Council of St. Garden Club Feds.; Chmn. Membership Com. of Roadside Com., L. I. C. of C.; V.-Chmn. Nassau Co. Chapt., A. R. C.; Mem. Nat. Bd., Y. W. C. A.; "Save-the-Redwoods" League; Nat. Assn. Audubon Socs.; Am. Nature Assn.; Am. Scenic & Hist. Preservn. Soc.; Am. Mus. Nat. Hist.; Garden Club, Ltd., London, Eng.; Am. Country Life Assn.; Hort. Soc. of N. Y.; Woman's Nat. Farm & Garden Assn.

†ITTNER, WILLIAM B., St. Louis, Mo. Architect. Archt. Bd. of Edn.; V.P. Plaza Commn.; past Dir. & Treas. A. I. A.; past Pres. St. Louis Chapt., Inst. of Archts.; local Chmn. Washing-

ton Plan Commn.; past Sec. Civic Impr. League.

JACKSON, MARY L., Pittsburgh, Pa. Mem. Civic Club of Allegheny Co.; Citizens Com. on City Plan.

*JACKSON, WM. T., Toledo, O.

*JACOBS, MRS. SOLON, Birmingham, Ala. JACOBSEN, CHARLES, Washington, D. C. Cashier, Nat. Met. Bank. Mem. Bd. of T.

JACOBY, WILMER M., Pittsburgh, Pa. Chmn. Bd. of Zoning Adjustment. Mem. City Transit Commn.; Flood Commn.; Bd. of Advisers, Inland Waterways Corp. of U. S.

JAMES, HARLEAN, Washington, D. C. Exec. Sec. A. C. A. Exec. Sec. Fed. Socs. on Planning & Parks; Sec. Appalach. Trail Conf.; Chmn. Sec. & Mem. Coms., President's Conf. on Home Bldg. & Home Ownership; past Pres. D. C. League of Women Voters; local Br. A. A. U. W. (past Chmn. Legis. Com.); past Chmn. Women's Jt. Congressional Com.; Mem. Bd., Better Homes in Am.; Mem. Am. City Planning Inst.; Nat. Assn. Civic Socs.; Nat. Conf. on City Planning; Nat. Mun. League; Nat. Arts Club. Editor "American Civic Annual"; Asso. Ed. *American Magazine of Art*. Author "The Building of Cities," "Land Planning in the U. S. for the City, State & Nation."

JAMES, LEE WARREN, Dayton, O.

JAMESON, JOHN A., Santa Barbara, Cal. Attorney at Law. Chmn. Santa Barbara Co. Planning Commn.; Pres. Montecito Country Water Dist.; Dir.-Treas. Santa Barbara Community Chest; Trustee Girls School; Mem. Water Com., So. Cal. Council, St. C. of C.; Gov.'s Hon. Adv. Com., State-wide Water Plan.

JANSSEN, HENRY, Wyomissing, Pa. Pres. Textile Machine Works. Dir. C. of C.; Peoples Trust Co.; V.P. Wyomissing Fdn., Inc.; Chmn. Street Com., Wyomissing Boro Council, Mem. Exec. Com. & Bd., Reading Hosp.; Community Council for Reg. Planning; Boro Assn.

JANTZER, GEORGE E., Brooklyn, N. Y. Mem. Nat. Conf. on City Planning.

JEFFERSON, MRS. J. P., Santa Barbara, Cal.

JELLEFF, FRANK R., Washington, D. C. Merchant. Pres. Bd., Boys Club; Mem. Bd. of T.; C. of C.; Rotary Club.

‡JEMISON, ROBERT JR., Birmingham, Ala. Realtor. Past Pres. Nat. Assn. R. E. Bds.; Dir. Nat. Conf. on City Planning; Community Chest; Mem. Com. on City Planning, President's Conf. on Home Bldg. & Home Ownership; C. of C.

JENCKS, MRS. FRANCIS M., Baltimore, Md. V.P. (past Pres.) Women's Civic League (Chmn. Finance Com.); Md. Home for Delinquent Colored Girls; Mem. Women's City Club; Open Forum; Publ. Sch. Assn.; Nat. Recr. Assn.; Women's Br., Nat. Civic Fed.;

- Progressive Edn. Assn.; Nat. Consumers League; Nat. Mun. League; Am. Social Hygiene Assn.
- JENKINS, MRS. HELEN HARTLEY, Norfolk, Conn.
- §JENNINGS, COLEMAN, Washington, D. C. Pres. Asso. Charities; Chmn. Exec. Com., Toc H.; Mem. Bd. Trustees, Community Chest; Nat. Com. Washington Cathedral; Bd., Y. M. C. A.
- JENNINGS, GEORGE H., Jewett City, Conn. Physician. Chmn. Trustees erecting Libr. Annex; past Chmn. Publ. Sch. Commn.; Home Serv. Red Cross.
- JENNINGS, MRS. HENNER, Washington, D. C.
- *JESTER, LEWIS A., Des Moines, Ia. Realtor. Chmn. Bd. of Adjustment, Zoning Commn.; Mem. City Planning Commn.; Publ. Welfare Bd.
- JEWETT, JAMES J., Riverton, Wyo.
- †JOHNSON, ALBA B., Philadelphia, Pa. Pres. St. C. of C.; V.P. Phila. C. of C.; Mem. Exec. Com., Greater Pa. Council; Mem. Phila. Art Jury; Am. Acad. Polit. & Social Sci.; Fairmount Park Art Assn.; Pa. Hist. Soc.; City Parks Assn.; & many others.
- JOHNSON, MRS. ALBA B., Rosemont, Pa.
- JOHNSON, ALFRED E., Providence, R. I. Clergyman. Mem. Audubon Soc.; Park Assn.; Nat. Kindergarten Assn.; R. I. Humane Assn.; Nat. Recr. Assn.; Am. Humane Soc.
- *JOHNSON, E. DANA, Santa Fe, N. M. Editor *New Mexican*.
- JOHNSON, IDA B., Washington, D. C., & Ipswich, Mass. Mem. Y. W. C. A.; Hist. Soc., Ipswich.
- JOHNSON, O. H. P., Washington, D. C. Banker. Mem. Bd. of T.
- *JOHNSON, PYKE, Washington, D. C. V.P. Automobile C. of C.; Pres. Chevy Chase Home & Sch. Assn.; Master, Potomac Grange; Mem. Bd. of Govs., A. A. A.
- *JOHNSON, S. M., Washington, D. C. Pres. Nat. Blvd. Assn., Inc.; Lee Highway Assn.; V.P. Nat. Highways Assn.; Mem. & Dir. Nat. Co. Roads Planning Commn.
- §JOHNSON, WM. TEMPLETON, San Diego, Cal. Architect. V.P. St. Parks & Beaches Assn.; local Chapt., A. I. A.
- ♀JOHNSTONE, MRS. RALPH S., Honolulu, Hawaii. Sec. The Outdoor Circle.
- JONES, AMELIA H., New Bedford, Mass.
- *JONES, JAMES, St. Louis, Mo.
- JONES, LOUISE E., Cold Spring Harbor, N. Y.
- *JONES, O. G., Toledo, O. Mem. faculty, U. of Toledo.
- JONES, R. BRYSON, Kansas City, Mo.
- JONES, RANDALL L., Cedar City, Utah. Special Representative, Union Pacific System Park Service. Chmn. Town Planning Com.; Mem. Utah St. Park Com.
- JUDD, MRS. GEORGE H., Washington, D. C.
- JUDD, MRS. M. E., Dalton, Ga. Landscape Architect. Pres. Southeastern Council, Gen. Fed. Women's Clubs; V.P. Ga. Fed. Women's Clubs; Ga. Forest Assn.; Chmn. Dalton Free Publ. Libr.; Dalton Chapt., A. R. C.; Mem. Nat. Conf. on St. Parks; St. Commn. Forestry & Geology; Fed. of Garden Clubs.
- *JUSTEMENT, LOUIS, Washington, D. C. Architect.
- *KALES, WILLIAM R., Detroit, Mich. KANSAS CITY STAR, Kansas City, Mo.
- KARCHER, MRS. W. L., Freeport, Ill. Pres. Garden Club of Ill.
- KAUFFMANN, RUDOLPH MAX, Washington, D. C. Lit. Editor *Evening Star*; Sec. *Evening Star Newspaper Co.*; Trustee Corcoran Gallery of Art; Mem. Bd. of T.; C. of C.; Soc. of Natives, D. C.; Instr. Visiting Nurse Soc.
- KAY, W. E., Jacksonville, Fla. Lawyer. Mem. City Planning Bd.; Am. Forestry Assn. (active in Fla. movements); Civitan Club; Nat. Recr. Assn.; Exec. Council for N. Fla. Boy Scouts; & many others.
- ♀KEATOR, I. J., Denver, Colo. Pres. City Planning Commn.
- †KEATOR, MRS. JOHN FRISBEE, Germantown, Pa.
- *KEELER, CHARLES, Berkeley, Cal. Author. Past Dir. Mus. Cal. Acad. of Sci.; past Mng. Dir. C. of C.
- KEER, FREDERICK J., Newark, N. J. Estate Appraiser. Dir. Broad Street Assn.
- KEHR, CYRUS, Washington, D. C. Mem. Am. Assn. of Port Authorities; Am. Fed. Arts; Am. Forestry Assn.; Bd. of T.; Cosmos Club; Garden Cities & Town Planning Assn., London, Eng.; Internat. Garden Cities & Town Planning Fed.; Nat. Conf. on City Planning; Nat. Geog. Soc.; Nat. Housing Assn.; Nat. Mun. League; Nat. Rivers & Harbors Congress; Nat. Geneal. Soc.; China Inst. of Am.; Am. Acad. Polit. & Social Sci. Author "A Nation Plan with a Suggestion for a World Plan."
- *KEHRLE, HERMAN, Portland, Ore. Exec. Sec. City Club.
- KEITH, LUTHER M., Hartford, Conn. Dir. Roadside Dev., St. Highway Dept. Chmn. Roadside Beautification Com., Am. Assn. of St. Highway Officials; Mem. Am. Forestry Assn.; Conn. Forest & Park Assn.; Conn. Hort. Soc.
- ♀KELLETER, PAUL D., Madison, Wis. Dir. St. Conservn.
- KELLOGG, MRS. FREDERIC R., Morristown, N. J. Pres. Nat. Council, St. Garden Club Fed.; Centr. Bur. of Social Serv.; Co. Dir. St. Emerg. Relief Admn.
- *KELLY, BLISS, Oklahoma City, Okla. Asst. Mun. Counselor. Sec. City Planning Commn.
- ♀KELLY, DAVID A., Newark, N. J. Sec. Essex Co. Park Commn.
- KELLY, HOWARD A., Baltimore, Md. Surgeon. Mem. A. A. S.; Nat. Assn. of Audubon Soc.; N. Y. Bot. Garden; Am. Mus. Nat. Hist.; Exec. Bd., Mt.

- Royal Impr. Assn. Donor, Howard A. Kelly Park, Orange Co., Fla. Fellow & Hon. Mem. of many foreign societies.
- ♀ KELLY, PAUL, Raleigh, N. C. Sec. Bd. of Conservn. & Development. Scoutmaster, Boy Scouts of Am.; Mem. Izaak Walton League.
- † KELSEY, FREDERICK W., New York City. Pres. F. W. Kelsey Nursery Co. Past Park Commr. Essex Co., N. J.; Mem. Am. Mus. Nat. Hist.; N. J. Hist. Soc.; N. E. Soc. of Orange (past Pres.); Met. Mus. Art; Am. Forestry Assn.; Am. Game Assn.; Am. Park Soc.; Am. Scenic & Hist. Soc.; Am. Acad. Polit. & Social Sci.; N. Y. Parks & Playgrounds Assn. (Mem. Exec. Com.); For. Policy Assn. Author "The First Country Park System." Prepared N. J. Shade Tree Commn. Law of 1885.
- KELSEY, HARLAN P., E. Boxford, Mass. Nurseryman. Landscape Architect. Collaborator for Nat. Park Serv.; Trustee Mass. Hort. Soc. (Chmn. Exhibition Com.); Mem. Am. City Planning Inst.; Am. Inst. of Park Execs.; Mass. Civic League; Nat. Conf. on St. Parks; Nat. Parks Assn.
- KEMP, WILLIAM S., Brookline, Mass.
- KEMPER, JAMES SCOTT, Chicago, Ill. Pres. James S. Kemper & Co. Dir. Y. M. C. A.; Mem. Am. Acad. Polit. & Social Sci.; Exec. Com., U. S. C. of C.; Ohio Soc., Chicago.
- KENNEDY, F. L., Cambridge, Mass. Educator. Mem. faculty, Harvard U.; A. S. M. E.; Am. Forestry Assn.; Harvard Engring. Soc.; Nat. Conf. on Social Work.
- *KENYON, J. MILLER, Washington, D. C. Attorney at Law. Past Pres. D. C. Bar Assn.; Mem. Bd. of Govs., Episcopal Eye, Ear & Throat Hosp.
- KEPPLER, ARIE, Amsterdam, Holland. Dir. of Housing.
- § KERR, MRS. JOHN CLAPPERTON, New York City. Pres. Woman's League for Protection of Riverside Park; Mem. Bd. Bethany Day Nursery; V.P. N. Y. C. Fed. of Women's Clubs; Dir. N. Y. Park Assn.
- § KESSLER, WILLIAM H., Birmingham, Ala. Landscape Architect.
- KETTERER, MRS. GUSTAV, Philadelphia, Pa. Pres. Phila. Fed. of Women's Clubs & Allied Orgns.; Hon. Pres. & Founder Mem., Temple U. Women's Club; Dir. Com. of 1926 (Strawberry Mansion); V.P. Women's City Club; Mem. St. Fed. of Pa. Women (V.-Chmn. Am. Citizenship Dept.); Valley Forge Park Commn. (apptd. by Governor); Fairmount Park Art Assn.; Art Alliance; Adv. Council, City Charter Com.; Am. Social Hygiene Assn.; Phila. World Court Com.; Child Health Soc.; & many others.
- † KIBBEY, BESSIE J., Washington, D. C. Mem. Exec. Bd., Dupont Circle Citizens' Assn.; Monday Evening Club; Dept. Social Welfare.
- *KIMBALL, ALLEN H., Ames, Ia. Mem. faculty, Iowa State Coll.
- KING, MRS. FRANCIS, South Hartford, N. Y. Writer & Speaker on gardening. Hon. Pres. Woman's Nat. Farm & Garden Assn.; Mem. (past Pres.) Civic Impr. League, Alma, Mich.; Garden Club of Am.; Hon. Mem. of numerous Garden Clubs.
- *KING, GENEVIEVE, San Francisco, Cal.
- KING, MRS. HENRY P., Boston, Mass.
- ♀ KINGERY, ROBERT, Chicago, Ill. Sec. & Gen. Mgr. Chicago Reg. Planning Assn. Sec. Ill. Bd. of Park Advisors; Cook Co. Forest Preserve Adv. Com.; Mem. Ill. Commn. on Future Road Program.
- † KINGSLEY, MRS. WILLEY LYON, Rome, N. Y.
- KIRBY, HUGH LEE, Cherrydale, Va. Pres. Fed. Sanitation Corp. Pres. Wyo.-Mont. R. R. Co. Dir. Arlington C. of C.; Mem. Lee Blvd. Assn.
- † KIRBY, JOHN H., Houston, Tex. Lumberman. Pres. Kirby Lumber Co.
- ♀ KIRK, ARTHUR S., Des Moines, Ia. V.P. (past Pres.) City Planning & Zoning Commn. (Chmn. Streets & Bldvs. Com.); Mem. (past Pres.) R. E. Bd.; Ia. Assn. of R. E. Bds. (past Pres.); C. of C. (past Dir.).
- KIRKBRIDE, MRS. FRANKLIN B., Darien, Conn.
- KIRKWOOD, MRS. ROBERT C., Palo Alto, Cal.
- KIZER, B. H., Spokane, Wash. Lawyer. Pres. City Plan Commn.; past Pres. C. of C.; St. Bar Assn.; Spokane Co. Bar Assn.; Trustee Spokane Welfare Assn. (past Campaign Chmn. Community Chest).
- *KLAUBER, MELVILLE, San Diego, Cal.
- KLETZSCH, ALVIN P., Milwaukee, Wis. Dir. 1st Civic Fdn.; Pres. Auditorium Co.; Auditorium Gov. Bd.; Mem. Lower West Side Advancement Assn.; Co. Park Bd.; Washington Park Zool. Soc.
- KLOBER, JOHN, New Orleans, La. Civil Engineer. Chief Engr. Orleans Levee Bd.; Mem. City Planning & Zoning Commn.
- KNAPP, GEORGE O., New York City.
- ♀ KNISELY, J. HERMAN, Harrisburg, Pa. Chief, Bureau of Municipalities. Sec. Pa. St. Assn. of Boroughs; Delegate (apptd. by President) at Conf. of 5th Internat. Congress of Local Authorities (Europe).
- KNOWLES, CHARLES N., Denver, Colo.
- † KNOWLES, MORRIS, Pittsburgh, Pa. Cons. Engr., Dir. C. of C.; Am. Inst. of Cons. Engrs.; A. S. C. E.; Chmn. Com. on Publ. Utilities for Houses, President's Conf. on Home Bldg. & Home Ownership; V.-Chmn. Commn. to study Mun. Consolidation in Counties of the Second Class; Mem. U. S. C. of C.; Zoning Com., U. S. Dept. Commerce; Am. City Planning Inst.; Am. Soc. Mun. Impr.; Nat. Mun. League; Nat. Housing League; Internat. Housing & Town Planning Fed.; Internat. Fed. for Garden Cities & Town Planning; Pa. Housing &

- Town Planning Assn.; Pa. St. C. of C.; Civic Club of Allegheny Co.; Flood Commn.; Engrs. Soc. of Western Pa.; Engring. Inst. of Can.; Nat. Inst. of Social Sci.; N. E. & Pa. Water Works Assn.; Am. Water Works Assn.; Am. Publ. Health Assn.
- KOHLER, MARIE C., Kohler, Wis. Pres. Wis. Better Homes in Am.; Kohler Woman's Club (Chmn. Drama Com.); Dir. Wis. Conf. of Social Work; Chmn. Com. Girl Scouts.
- †KOHLER, WALTER J., Kohler, Wis. Manufacturer. Pres. Kohler Co.; Kohler Impr. Co. organized "to make Kohler Village an American Garden City"; Sheboygan Home for the Friendless; Dir. Planning Fdn. of Am., N. Y. C.
- KREBS, MRS. H. C., Williamsburg, Va. Publicity Chmn., 6th Dist. St. Fed. Women's Clubs; Mem. A. A. U. W.; Planning & Zoning Commn.; Co. Council of Women's Clubs; James City Co. Illiteracy Com.
- *KRIEGER, A. A., Louisville, Ky. City Engineer.
- KRONER, HAYMS, Washington, D. C. Major, U. S. Army.
- KRUESI, PAUL J., Chattanooga, Tenn. Manufacturer. Past Dir. U. S. C. of C.; Pres. Chattanooga C. of C.; Trustee U. of Chattanooga; U. of Tennessee.
- *KRUSE, WALTER O., Davenport, Ia. Architect.
- §KUNZ, GEORGE FREDERICK, New York City. Pres. Am. Scenic & Preservn. Soc.; Hon. Res. Curator of Precious Stones, Am. Mus. Nat. Hist.; V.P. Am. Mus. of Safety; Hon. Pres. & Trustee Mus. of Peaceful Arts; Hon. Pres. Bird & Tree Club. (Deceased.)
- LAIRD, WARREN P., Sc. D., F. A. I. A., Philadelphia, Pa. Prof. Architecture, U. of Pa.; Dean Sch. of Fine Arts, U. of Pa. Mem. Bd. of Dirs., Reg. Planning Fed.; Zoning Commn., 1929; Pa. St. Art Commn.; Merion Civic Assn.; Hon. Mem. Soc. of Archts., Uruguay; S. A.; Cent. Soc. of Archts., Argentina; Mem. Church Bldg. Commn., P. E. Diocese of Pa.; Com. on Church Architecture, Gen. Council, Lutheran Churches of N. A.; Art Alliance; Am. Sec. Permanent Com. on Internat. Congress of Archts.; Conf. Archt. for state, municipal, & other buildings.
- LAKE, MRS. WILLIAM F., Hot Springs National Park, Ark. Pres. Ark. Fed. of Women's Clubs; Mem. Com. on Reconditioning, Remodeling & Modernizing, President's Conf. on Home Bldg. & Home Ownership.
- *LAMB, ROBERT SCOTT, Washington, D. C. Ophthalmologist. Mem. Am. & D. C. Med. Soc.; Bd. of T.; C. of C.
- §LAMONT, T. W., New York City. Banker. Trustee Carnegie Fdn. for Advancement of Teaching; Phillips Exeter Acad.
- LAMONT, MRS. T. W., New York City.
- *LAMPING, GEORGE B., Seattle, Wash.
- *LAMPMAN, B. H., Portland, Ore. Publisher. Staff Mem. *Oregonian*.
- §LANDES, BERTHA K. (MRS. HENRY), Seattle, Wash. Past Mayor. Hon. Pres. Women's City Club; delegate to White House Conf. on Child Welfare; Mem. Bd., Community Fd.; Chmn. Mayor's Commn. on Improved Employment for Women; past Mem. City Council.
- *LANDES, HENRY, F. Geol. S. A., Seattle, Wash. Geologist. Dean Coll. of Sci., U. of Wash.; St. Geologist, 1901-21. Mem. Nat. Geog. Soc.; Am. Inst. of Mining & Metall. Engrs.
- LANE, JOSEPH J., New York City.
- †LANG, MRS. ROBERT B., Racine, Wis.
- §LANGWORTHY, MRS. B. F., Winnetka, Ill. V.P. Nat. Congress of Parents & Teachers; Ill. Social Hygiene League; Chicago Govt. Planning Assn.; Cook Co. Sch. of Nursing; past Pres. Woman's City Club; past Village Trustee, Winnetka; Sec. Chicago Juvenile Protective Assn.; Mem. Ill. League of Women Voters.
- §LANSBURG, MRS. JULIUS, Washington, D. C. Volunteer Social Worker. V.P. Social Hygiene Soc.; Mem. Civic Section, 20th Century Club; Monday Evening Club; Columbian Women; Kalorama Citizens' Assn.; Women's City Club; League of Women Voters.
- LAUSEN, A. F., JR., San Francisco, Cal.
- LAWRENCE, ARTHUR W., Bronxville, N. Y. Pres. Westchester Co. Park Commn.; Mem. N. Y. St. Council of Parks; Westchester Co. C. of C.; Transit Commn.
- §LAWRENCE, ELLIS F., F. A. I. A., Portland, Ore. Architect. Dean Sch. of Architecture & Allied Arts, U. of Ore.; Dir. Ore. Bldg. Congress; Mem. City Planning Commn.; City Club.
- *LAWRENCE, F. E., JR., St. Louis, Mo. Exec. Sec., Reg. Planning Fed.; St. Louis Dist. Asst. Dir. Council on Civic Needs; Civic Bur., C. of C.; past Sec. City Plan Commn.; Mem. Nat. Conf. on City Planning.
- LAWRENCE, MRS. JOHN W., Sharpsburg, Pa. Mem. Civic Club of Pittsburgh; St. Forestry Commn.; Garden Club of Am.; Garden Club of Allegheny Co. (Chmn. Billbd. & Roadside Com.).
- LAWTON, MRS. W. L., Glens Falls, N. Y. Chmn. Nat. Council for Protection of Roadside Beauty; Adv. Chmn. Com. for Protection of Roadside Beauty, Gen. Fed. Women's Clubs. Rendering distinguished service in fight for roadside development & restriction of billboards as pioneer in State Roadside Surveys.
- LAZARUS, FRED, JR., Columbus, O. Merchant. Pres. Jewish Orphan Home, Cleveland, O.; Mem. Bd. of Dirs., Community Fd.; Jewish Welfare Fed.; Industrial Bur., U. S. C. of C.; Gallery of Fine Arts (all of Columbus).
- LAZARUS, SIMON, Columbus, O. Merchant. Trustee Children's Hosp.; Mt.

- Carmel Hosp.; Dir. Better Bus. Bur.; Humane Soc.
- LEA, ARTHUR H., Philadelphia, Pa. Treas. Conf. on Mun. Govt.; Mem. Exec. Com., Com. of 70; Mem. City Charter Com.; New City Charter Com. (Exec. Com.); Bur. of Mun. Res.; Pa. Elections Assn.; Bus. Progress Assn.; All-Phila. Conf. on Mun. Govt.; City Parks Assn.; Fairmount Park Art Assn.; Reg. Planning Fed. Phila. Tri-St. Dist.; Contrib. Mem. Civic Club.
- LEA, MRS. CHARLES M., Devon, Pa. Pres. Women's City Club of Phila.; Mem. Exec. Bd., Emerg. Aid, Phila.; Adv. Bd., Phila. Gen. Hosp.; Mem. Reg. Planning Fed. Phila. Tri-St. Dist.; Phila. Progress Assn.; Bur. of Mun. Res.; Pa. Mus.; Com. of 1926 (Strawberry Mansion); Civic Club of Phila.
- LEAVITT, GORDON, New York City. Landscape Engineer. Mem. Nat. Conf. on City Planning; Nat. Conf. on St. Parks; Park Assn.; St. C. of C.
- LEE, E. BROOKE, Silver Spring, Md. Speaker Md. House of Delegates. Past Sec. of St. of Md.; Pres. N. Washington Realty Co.; & many others.
- LEEDS, ARTHUR H., Germantown, Pa.
- LEETCH, FRANK P., Washington, D. C. Asst. Treas. Bd. of T.; Reg. V.P. Nat. Rivers & Harbors Congress; Chmn. Exec. Com., Georgetown Citizens' Assn. (past Pres.); Mem. Exec. Com., Com. of 100 on Fed. City; Rotary Club.
- LEFFINGWELL, R. C., New York City. Banker, Lawyer. Past Asst. Sec. U. S. Treas.
- LEHMAN, ALBERT C., Pittsburgh, Pa. Steel Manufacturer. Mem. Bur. of Govt. Res.; City Art Commn.; Fine Arts Com., Carnegie Inst.; Civic Club of Allegheny Co.; Unempl. Relief Com.; Pittsburgh Fed. City Com.
- LEHMAN, LEO, Pittsburgh, Pa. Mem. Civic Club of Allegheny Co.; Golden Triangle Assn.
- LEHMANN, GEORGE D., Toledo, O. Civil Engineer. Chmn. Lucas Co. Planning Commn.; Dir. Maumee River Scenic & Hist. Highway Assn.; V.-Chmn. City Plan Commn.; Mem. C. of C. (City & Co. Planning Com.); Reg. Plan Com., City Bd. of Zoning Appeals; Citizens' Plan Assn.; St. Conf. on City Planning; Nat. Conf. on City Planning; Am. Assn. of Engrs.
- LEIGHTON, MRS. E. F., St. Paul, Minn. Pres. Pioneer Civic Club; V.P. Centr. Council of Dist. Clubs; Chmn. George Washington Memor. Assn., Inc.; past Chmn. Better Homes in Am.; Sec. Minn. Woman's Rivers & Harbors Congress; incorporator Minn. Farm Woman's Congress; organizer Children's Preventorium, Lake Owasso; Mem. Mayor's Bicentenn. George Washington Com.; Mayor's Unempl. Com.; Adv. Dept. of Edn., St. Paul Assn.; Publ. Safety Council; Neighborhood House Assn.; Homes Garden Club; Civic Union; Centr. Council of Civic Clubs; Welfare League; Visiting Mother of city & county institutions.
- LEIMERT, WALTER H., Los Angeles, Cal. Mem. Exec. Com., Citizens Com. on Parks, Playgrounds, & Beaches; Com. on R. E.; City & Co. Planning Com.; C. of C.
- LEONARD, MRS. HENRY, Washington, D. C.
- LETTON, JOHN F., Washington, D. C.
- LEVISON, J. J., Sea Cliff, N. Y. Consulting Landscape Forester. Author, Lecturer. Past Chief Forester N. Y. C.; past Lecturer on Landscape Forestry at Yale U. Sch. of Forestry; Forester Am. Assn. for Planting & Preservn. of City Trees; V.P. Tree Planting Assn.; Sr. Mem. Soc. of Am. Foresters; Sr. Fellow Am. Assn. of Park Supts.; Mem. Am. Forestry Assn.; Nat. Geog. Soc. Cons. Forester to Met. Mus., Greenwood Cemetery, & many estates on L. I. & vicinity.
- LEVISTON, MRS. GEORGE, San Francisco, Cal. Dir. Nat. Conf. on St. Parks; Mem. Am. Forestry Assn.; "Save-the-Redwoods" League.
- LEVY, HARRY M., Cincinnati, O.
- LEWIS, HAROLD M., New York City. Consulting Engineer. Consultant Town Planning Bd., Montclair, N. J.; Mem. A. S. C. E. (Sec. City Planning Div.); Am. City Planning Inst. (past Dir.); Nat. Conf. on City Planning; Soc. of Term. Engrs. (past Pres.).
- LEWIS, MRS. HOWARD W., Philadelphia, Pa. Pres. Soc. Little Gardens; Dir. Phila. Athenæum; past V.P. & Chmn. Mun. Arts & Tree Planting Com.; Mgr. City Parks Assn.; Mem. Bd. of Dir., John Bartram Assn.; Mem. at-Large, Garden Club of Am.; Mem. Art Alliance; Pa. Soc. Col. Dames of Am.
- LEWIS, ION, Portland, Ore.
- LEWIS, M. W., Washington, D. C.
- LIEBER, COL. RICHARD, Indianapolis, Ind. Dir. Ind. Dept. of Conservn. Pres. Nat. Conf. on St. Parks; Fellow & V.P. Ind. Acad. of Sci.; Trustee Salvage Corps; Chmn. Exec. Com., Ind. Lincoln Union; Hon. Mem. Assn. Park Depts.; Ind. Nature Study Club.
- LIGGETT, THOMAS, Pittsburgh, Pa. St. V.P. Izaak Walton League (Chmn. Stream Pollution Com.); V.P. Allegheny Tableland Assn.; Pa. Parks Assn.; Sec. Cook Forest Assn.; McConnell's Mill Park Assn.; Mem. Civic Club of Allegheny Co.; Am. Forestry Assn.; Pa. Forestry Assn.; Nat. Parks Assn.; Nat. Conf. on St. Parks; Nat. & Local Audubon Soc.; Am. Mus. Nat. Hist.; Carnegie Mus. of Pittsburgh; Am. Game Assn.
- *LIGHT, CHARLES P., Washington, D. C. Investment Broker. Dir. Franklin Nat. Bank. Mem. Bd. of T.; Nat. Press Club; English-Speaking Union.
- LIGHTBURN, C. M., Denver, Colo. Valuation Engineer. Sec. (past Pres.) Colo. Soc. of Engrs.; V.P. Planning Commn. (Chmn. Exhibit Com., Nat. Conf. on City Planning, Denver, 1930); Mem.

- Planning Section, A. S. C. E.; Colo. Engring. Council (past Pres.); C. of C. LINCOLN, MRS. ROBERT, Washington, D.C.
- †LINDLEY, PAUL C., Greensboro, N. C. Nurseryman. Mayor. Pres. Community Chest; Dir. Greensboro Council, Boy Scouts of Am.; C. of C. (past Pres.); Adv. Dir. Y. W. C. A.; Boy Scouts; Mem. Nat. Com. for Study of Mun. & Co. Parks.
- LINDSAY, GEORGE F., St. Paul, Minn. Chmn. Bd. of Trustees, Children's Hosp.; St. Paul & Ramsay Co. Capitol Approach Com.; Mem. Greater St. Paul Com.; St. Paul Assn.; St. Paul Planning Bd. Awarded Distinguished Service Medal as "Citizen who has done the most for St. Paul in 1928."
- LINDSLEY, MARY A., Washington, D. C. Mem. Washington Hotel Assn.; C. of C.; Jt. Congressional Com., Am. Dietetic Assn. & Home Econ. Assn.; Women's Overseas Serv. League; Zonta Club. Has acted as Consultant in connection with Restoration Project at Williamsburg, Va., in regard to furnishing, equipping, organizing & operating of the Inns, Taverns & Ordinaries being opened as part of restoration work.
- §LIPPINCOTT, MRS. J. BERTRAM, Philadelphia, Pa. V.P. Women's Repub. Club; Mem. Bd. of Mgrs., Swarthmore Coll.; Strawberry Mansion Com.; Com. of 70; Hort. Soc.; Hist. Soc.
- LISLE, MARTHA B. (MRS. ARTHUR B.), East Greenwich, R. I. St. Chmn. R. I. Council for Protection of Roadside Beauty; Chmn. Billbd. & Roadside Com., Garden Club of Am.; Com. on Billbds., Civic Impr. & Park Assn.; Women's Com., Washington Cathedral; V.P. Providence Co. Garden Club (Billbd. Chmn.); R. I. Fed. of Garden Clubs (Billbd. Chmn.); Mem. Exec. Com., Nat. Council for Protection of Roadside Beauty.
- †§LITCHFIELD, ELECTUS D., New York City. Architect. Mem. N. Y. Chapt., A. I. A.; Archtl. League; Beaux Arts Inst. of Design; Fifth Ave. Assn.; Nat. Housing Assn.; Bldg. Congress; R. E. Bd.; Am. Fed. of Arts; City Club; Mun. Art Soc.; Mayor's City Com. on Plan & Survey, 1928; Commn. to revise Bldg. Code, 1908; Archt. & Town Planner of Yorkship Village, largest of permanent war towns; Archt. of Govt. bldgs., libraries, monuments.
- LLOYD, DEMAREST, Washington, D. C. Publisher. Pres. Dupont Circle Citizens' Assn.; Mem. Taxpayers' Union; Am. Coalition of Patriotic Socies.
- LLOYD, WILLIAM F., Pittsburgh, Pa.
- LLOYD-SMITH, WILTON, New York City.
- LODGE, WILLIAM F., Monticello, Ill.
- *LOGAN, FRANK G., Chicago, Ill. Capitalist, Patron of Arts. Widely known as art collector & supporter of scientific, art, & musical institutions; V.P. Art Inst.; one of the founders Am. Coll. of Surgeons; Res. Fd. in Pathology, Surgery, & Experimental Medicine, U. of Chicago; Logan Fd. for medal & prizes, Art Inst.; Trustee & Founder, Chair of Anthropol., Beloit Coll.; also of Logan Archæol. Mus., financing scientific expeditions. One of the builders of Orchestra Hall. Patron of Grand Opera. Dir. Chicago Galleries Assn.; Trustee Ferguson Monument Fd.; Grand Centr. Galleries, N. Y. C.; Mem. Assn. of Arts & Industries; Mun. Art League; Hist., Archæol. & Geog. Soc.; Sons of Am. Revolution; & many others.
- LOGAN, ROBERT R., Eddington, Pa. Mem. "Save-the-Redwoods" League; Publ. Parks Assn.; Playground Assn.; Phila. Art Alliance; Am. Fed. of Arts.
- LOHMANN, KARL B., Urbana, Ill. Prof. of Landscape Architecture, U. of Ill. Mem. A. S. L. A.; Am. City Planning Inst.; Nat. Conf. on City Planning. Author "Principles of City Planning."
- *LOMBARD, WARREN P., Ann Arbor, Mich. College Professor. Past Asst. Prof. Physiol., Clark U.; Prof. Physiol., U. of Mich. Mem. Am. Physiol. Soc.; Soc. Experimental Biol. & Medicine, U. of Mich.; Res. Club.
- LONG, ROBERT A., Kansas City, Mo. Owner & builder of Longview, one of the model cities of the U. S.
- LONG, MRS. SIM PERRY, Chattanooga, Tenn. Pres. Tenn. Garden Club; Mem. (past Pres.) Riverview Garden Club; Exec. Bd., Nat. Council St. Garden Club Feds.; Mem. Signal Mtn. Garden Club; Vine St. Orphan's Home Assn.; Kosmos Woman's Club; Y. W. C. A.; Mass. Hort. Soc.; Chattanooga Tuberculosis Assn.
- †LONGYEAR, MRS. JOHN MONROE, Brookline, Mass. Mem. 20th Century Club, Boston; Authors' Club, Boston.
- †LONNQUIST, AXEL, Chicago, Ill. Realtor. Mem. Com. on Billbd. Restriction, Nat. Assn. R. E. Bds.
- *LORCH, EMIL, Ann Arbor, Mich. Professor & Dir. Coll. of Archt., U. of Mich. Archt. & Mem. Detroit Belle Isle Bridge Commn.; Pres. Mich. St. Bd. of Examiners for Registration of Archts., Engrs., & Surveyors; Mem. A. I. A.; Mich. Soc. of Archts.; Detroit Soc. of Arts & Crafts.
- *LORCH, MRS. EMIL, Ann Arbor, Mich.
- §LORIMER, MRS. GEORGE H., Wyncote, Pa. Pres. Repub. Women of Pa.; Hon. Mem. Women's Roosevelt Assn.; Mem. Bd., Women's City Club; Civic Club; Emerg. Aid of Pa.; Mem. Soc. of Little Gardens; Hist. Soc. of Pa.; The Sedgely Club; Pa. Hort. Soc.; John Bartram Assn.; Art Alliance; D. A. R.
- *LOTT, LOUIS, Dayton, O. Architect. Dir. Civic Music League & Art Inst.; Chmn. local Fed. City Com., A. C. A.; Mem. Com. on City Planning, A. I. A.
- LOUD, JOSEPH P., Boston, Mass. Architect. Mem. Mass. Civic League; Nat. Recr. Assn.; Community Serv. of Boston; Good Govt. Assn.; Mass. Child Labor Com.

- *LOVETT, WILLIAM P., Detroit, Mich. Sec. Detroit Citizens League; V.P. Nat. Assn. of Civic Secs.
- LOWDEN, FRANK O., Oregon, Ill. Lawyer. Pres. Bd. of Dirs., Pullman Free Sch. of Manual Training; Chmn. Bd. of Trustees, Publ. Admn. Clearing House; Mem. Bd. of Trustees, Nat. Inst. of Publ. Admn.; Mem. Bd. of Trustees, Carnegie Endowment for Internat. Peace.
- †LOWNES, ALBERT E., Providence, R. I. Manufacturer. Commr. Narragansett Council, Boy Scouts of Am. (Mem. Nat. Council); Dir. Audubon Soc. of R. I.; Providence Boys' Club; Mem. Appalach. Mtn. Club; Soc. for Preservn. of N. E. Antiquities; C. of C.; Mass. & R. I. Hort. Soc.; R. I. Hist. Soc.; Civic Impr. & Park Assn.; N. Y. Bot. Gardens.
- LUBIN, SIMON J., Sacramento, Cal. Merchant. Founder (past Pres.) St. Commn. of Immigration & Housing; Pres. Sacramento Region Citizens Council for Econ. & Social Development of 21 northern Cal. counties. Mem. Am. Acad. Polit. & Social Sci.; Am. Assn. Labor Legisl.; Cal. Conf. on Social Work; Taylor Soc.; Nat. Econ. League.
- LUDEN, WILLIAM H., Villa Nova, Pa. Retd. Manufacturer.
- ♀LUDWIG, WALTER D., Harrisburg, Pa. Highway Forester, Dept. of Highways, Commonwealth of Pa. Sr. Mem. Soc. Am. Foresters; Sec. Roadside Beautification Com., Am. Assn. St. Highway Officials.
- LUEDTKE, CHARLES L., Washington, D. C.
- LUQUER, ELOISE P., Bedford Hills, N. Y. Dir. Dist. Nursing Assn., Northern Westchester Co.; Chmn. of Conservn., Garden Club of Am.; Treas. Bedford Free Libr.; Mem. Bedford Garden Club; Woman's Club, Bedford Hills.
- LUSTIG, MRS. ALFRED L., Providence, R. I.
- ♀LYFORD, MRS. KATHERINE VAN ETEN, Boston, Mass. Sec. Mass. Civic League.
- LYMAN, ARTHUR, Boston, Mass.
- *LYMAN, D. R., Louisville, Ky.
- MACDONALD, ALFRED, Wichita, Kans. Dir. of Parks & Forestry. Pres. Am. Inst. of Park Execs. & Am. Park Soc.; V.P. Rotary Club; Dir. Garden Club; Mem. Bd. of Trustees for Promotion of Forestry, St. of Kans.; Mem. C. of C.; Izaak Walton League; and others.
- MACDOUGALL, EDWARD A., New York City. Real Estate Operator. Pres. The Queensboro Corp. Mem. Queensboro C. of C. (Chmn. Transit Com.); N. Y. St. C. of C.; The Reg. Plan Assn.; Fifth Ave. Assn.; Queens Planning Commn.; President's Conf. on Home Bldg. & Home Ownership; Nat. Assn. R. E. Bds. (Chmn. Housing Com.); R. E. Bd. of N. Y.; L. I. R. E. Bd.
- MACELWEE, ROY S., Cambridge, Mass. Economist, Port Authority. V.P. Soc. Term. Engrs.; Mem. Am. Mil. Engr. Soc.; A. S. M. E.; A. S. C. E.; Am. Bur. of Shipping; Am. Assn. of Port Authorities, & numerous foreign organizations.
- ♀MACK, EDWARD R., Wilmington, Del. Engr. & Supt. of Parks. Sec. Bd. of Park Commrs.; Asso. Mem. A. S. C. E.; Mem. Techn. Adv. Com., Reg. Planning Fed. Phila. Tri-St. Dist.; Am. Inst. of Park Execs.; Nat. Conf. on St. Parks; New Castle Co.-Del. Reg. Planning Commn.
- *MACKENZIE, CLINTON, New York City. Architect. Mem. Nat. Housing Assn.; Nat. Conf. on City Planning; Am. Forestry Assn.
- §MACLENNAN, FRANK P., Topeka, Kans. Newspaper Publisher. Proprietor & Editor *Topeka State Journal*. Dir. Asso. Press.
- *MACNAUGHTON, E. B., Portland, Ore. Banker. Pres. Bd. of Trustees, Reed Coll.; Bd. of Trustees, Libr. Assn. of Portland; Treas. Ore. Hist. Soc.; Wemme Endowment Trust.
- MACNEIL, GORDON E., Washington, D. C.
- †§MACOMBER, IRVING E., Toledo, O. Trustee & Sec. Mus. Art; Mem. Bd. of Trustees, Toledo Hosp.; Mem. (past Pres.) C. of C.; Bd. of Edn.; Ohio Assn. R. E. Bds.; Boy Scouts; St. Conf. on City Planning.
- MACRAE, HUGH, Wilmington, N. C. Realtor. Mem. Nat. Conf. on St. Parks.
- §MACVEAGH, EAMES, Chicago, Ill. Merchant. Banker. Mem. Franklin MacVeagh & Co. V.P. Ill. Acad. Fine Arts; Arts Club; Treas. Friends of our Native Landscape; Mem. Citizens' Assn.; City Club; Mun. Art League (past V.P.).
- *MAIDEN, F. BRUCE, Oakland, Cal. Realtor. Chmn. City Planning Commn.
- MALONE, MRS. JOHN E., Lancaster, Pa. Mem. Pa. Art Commn.; City Planning Commn.
- MANN, FREDERICK M., Minneapolis, Minn. Prof. of Architecture, U. of Minn. Past Pres. City Planning Commn.; Trustee Inst. of Art; Mem. Reg. Planning Assn.; Nat. Econ. League.
- †MANNING, WARREN H., Cambridge, Mass. Landscape Designer, Regional Planner. Organizer & past Pres. A. S. L. A.; Organizer Am. Park & Outdoor Art Assn. (now A. C. A.); Mem. Am. City Planning Inst.; Am. Inst. of Park Execs.; Nat. Conf. on St. Parks; Nat. Parks Assn.; Mass. Forestry Assn.; Internat. Garden Cities & Town Planning Fed.; Bd., Fed. Soc. on Planning & Parks.
- †MANNING, MRS. WARREN H., Belmont, Mass.
- †MARBURG, THEODORE, Baltimore, Md. Publicist. Pres. Mun. Art Soc.; League of Nations Assn., Md. Br.; Trustee Johns Hopkins U.; past V.P. Am. Econ. Assn.; Internat. Fed. League of Nations Soc.; Mem. Am. Polit. Sci. Assn.; Am. Soc. Internat. Law.

- ¶ MARCEAU, HENRI, Philadelphia, Pa. Exec. Sec. Fairmount Park Art Assn.
- * MARION, A. F., Seattle, Wash.
- MARK, CLAYTON, Chicago, Ill. Manufacturer. Pres. Civic Fed.; past Pres. Bd. of Edn.; Mem. Art Inst.; Field Mus.; Hist. Soc.; Zool. Soc.; Am. Mus. Nat. Hist.
- MARKOE, MRS. JOHN, Philadelphia, Pa.
- * MARQUETTE, BLEECKER, Cincinnati, O. Housing Specialist. Sec. Better Housing League; Publ. Health Fed.; Anti-Tuberculosis League; Pres. Ohio Mental Hygiene Assn.; Mem. Exec. Com., United Reg. & City Planning Assn.
- MARSH, HARRY W., New York City. Civic Director, City Club of New York. Chmn. Exec. Com., N. Y. St. Civ. Serv. Ref. Assn.; Mem. Exec. Com., Nat. Civ. Serv. Ref. League.
- * MARSTON, ANSON, Ames, Ia. Civil Engineer. Dean Ia. St. Coll.; Mem. (past Pres.) Ia. Engring. Soc.; Land Grant Coll. Engring. Assn. (past Pres.); A. S. C. E. (past Pres.); Soc. Promotion Engring. Edn. (past Pres.); Am. Assn. of Land Grant Colls. & Universities (past Pres.); Miss. River Engring. Bd. of Review; & many others.
- ‡ MARSTON, ARTHUR H., San Diego, Cal. Merchant.
- ‡ MABSTON, GEORGE W., San Diego, Cal. Merchant. Hon. Pres. Hist. Soc.; Ist. Park Commr.; Mem. Civic Com., C. of C.; Cal. St. Parks Council. Builder of Presidio Park, Marston Hills subdivision, & Presidio Hills subdivision.
- ¶ MARTIN, R. H., Scranton, Pa. Sec. City Planning Commn. Pres. Pa. Assn. of Planning Commns.
- MARVIN, MRS. ROBERT N., Jamestown, N. Y.
- ‡ MARX, CHARLES DAVID, Palo Alto, Cal. Prof. Emeritus. Consulting Engr. Past Mem. faculty, Stanford U.; Chmn. local Fed. City Com., A. C. A.; Chmn. Bd. of Publ. Works, City of Palo Alto.
- † MASON, GEORGE G., New York City.
- MASON, MRS. GERTRUDE E., Tucson, Ariz. Pres. Bus. & Professl. Women's Club; Sec. City Planning Commn.; Chmn. Southern Dist. Ariz. Fed. Bus. & Professl. Women's Clubs; Mem. Woman's Club.
- † MATHER, WILLIAM G., Cleveland, O. Iron & Steel Manufacturer. Pres. Cleveland Cliffs Iron Co.; Trustee Trinity Coll.; Kenyon Coll.; Western Reserve U.; U. Hosps. of Cleveland; Mem. Am. Antiq. Soc.; Western Res. Hist. Soc.
- MATTHIES, KATHARINE, Seymour, Conn.
- MATTISON, FITCH C. E., Pasadena, Cal. Surgeon. Chief of Staff & Chmn. Bd., Los Angeles Gen. Hosp.; Chmn. Milk Commn., L. A. Co. Med. Assn.; Dir. & V.P. Southern Cal. Sanitarium; Mem. C. of C.; Tournament of Roses Assn.; Civic Impr. Assn.; Nat. Acad. of Sci.; Am. Publ. Health Assn.; Florence Nightingale Inst.
- ¶ MAULE, ALFRED C., Ardmore, Pa. Sec. Community Health & Civic Assn.
- ‡ MAURAN, JOHN LAWRENCE, F. A. I. A., St. Louis, Mo. Architect. Pres. Publ. Bldgs. Commn.; Trustee Mo. Hist. Soc.; Plaza Commn.; Dir. Mercantile Libr.; Mem. (past Pres.) A. I. A.; Bd. Publ. Libr.; Exec. Com., Community Council; Mem. Am. Forestry Assn. Appointed Mem. Nat. Commn. of Fine Arts, 1930-.
- ‡ MAY, ARTHUR, Washington, D. C. Merchant. Pres. & Treas. F. P. May Hardware Co.; Trustee Community Chest; Dir. Local Council, Boy Scouts; Mem. (past Pres.) Rotary Club; Bd. of T.
- ‡ MAY, SAMUEL C., Berkeley, Cal. University Prof. Dir. Bur. of Publ. Admn., U. of Cal.; Res. Commonwealth Club of Cal.; Mem. Com. of Publ. Admn.; Nat. Social Sci. Res. Council; Res. Com., Internat. City Mfrs. Assn.; Council Nat. Mun. League; Ednl. Bd. of Publ. Mngt.; Govt. Res. Conf.; Met. Park Com., San Francisco Region; & other orgns. for good govt.
- * MAYBECK, B. R., San Francisco, Cal. Architect. Pres. Art Assn.; Founder Council of Allied Arts; Mem. local Soc. Archts.; Berkeley City Planning Commn.; A. I. A.; past Prof. of Archt., U. of Cal.; past Dean Dept. of Archt., U. of Cal.; Hon. Mem. San Francisco Chapt., A. I. A.
- † MAYER, RICHARD, Kendall Green, Mass.
- MCANENY, GEORGE, New York City. Pres. & Gen. Dir. Reg. Plan Assn., Inc.; Pres. N. Y. Kindergarten Assn.; Friendly Aid Soc.; V.P. Nat. Civ. Serv. Reform League; Past Pres. Boro. of Manhattan; Bd. of Aldermen; City Club of N. Y.; past Acting Mayor of N. Y. C.; past Chmn. Com. on City Plan; Transit Commn.; past V. P. Nat. Mun. League; and many others.
- * MCCLINTOCK, JAMES HARVEY, Phoenix, Ariz. Author. Past newspaper editor; St. Historian, 1919-23; past Pres. Folklore Soc.; Rough Riders Assn.
- MCCLINTOCK, MILLER, Cambridge, Mass. Lecturer on Government. Traffic Expert. Dir. Albert Russel Erskine Bur., Harvard U.; City-wide Traffic Commn., Kansas City, Mo.; Traffic Survey Com., San Francisco, Cal.; Fire Ins. Com., Boston, Mass.; Mem. Nat. Conf. on Street & Highway Safety, U. S. Dept. Commerce; V.P. Nat. Safety Council; Mass. Safety Council.
- * MCCLURE, C. A., Portland, Ore.
- * MCCOMB, MR. AND MRS. DAVID, Santa Fe, N. M.
- MCCORMICK, ANNE, Harrisburg, Pa. V.P. Civic Club; Mem. Mun. League.
- * MCCORMICK, CYRUS H., Chicago, Ill. Manufacturer. Pres. Internat. Harvester Co., 1902-19; Dir. Presbyn. Theol. Sem.; Trustee Princeton U.; Field Mus. Nat. Hist.; Y. M. C. A.; Elizabeth McCormick Memor. Fd.; Ferry Hall.
- McCORMICK, DONALD, Harrisburg, Pa.
- † MCCORMICK, MRS. EDITH ROCKEFELLER, Chicago, Ill. Founder Chicago Zool. Gardens; Patroness Opera in English

- for American audiences; Original promoter Civic Opera; Mem. League of Women Voters; Ohio Soc.; D. A. R. (Deceased August, 1932.)
- MCCORMICK, HENRY B.**, Harrisburg, Pa.
- ***MCCORMICK, ROBERT J.**, Wilmington, Del.
- MCCORMICK, MR. AND MRS. STANLEY**, Chicago, Ill., & Santa Barbara, Cal.
- ††**MCCORMICK, VANCE C.**, Harrisburg, Pa. Newspaper Publisher. Publisher *The Patriot & Evening News*. Pres. Bd., Harrisburg Acad.; Mem. Yale Corp.; Trustee & Mem. Exec. Com., Pa. State Coll.; Pres. Mun. League; Asso. Aid Soc.; V.P. Assn. of Community Chests & Councils; V.P. A. C. A.
- ***MCCRARY, IRVIN J.**, F. A. S. L. A., Denver, Colo. Landscape Architect. City Planner. Consultant, Denver Planning Commn. Mem. Art Mus.; Am. City Planning Inst.; Com. on Landscape Planning & Planting, President's Conf. on Home Bldg. & Home Ownership; Miss. Valley Chapt., A. S. L. A. (past Pres.).
- MCDONALD, MRS. GEORGE**, Wyoming, O. Pres. "Save-Outdoor-Ohio" Council; V.P. Cincinnati Art Center; Dir. Wild Flower Preservn. Soc. of Ohio; St. Chmn. of Conservn.; Chmn. Radio Program, WLW, Ohio Fed. Women's Clubs; Chmn. for Conservn., Ohio Assn. of Garden Clubs; Ohio Representative to Reg. Parks Conf.; Life Mem. Isaac Walton League; League of Ohio Sportsmen; Mem. Nat. Conf. on St. Parks; Woman's City Club of Cincinnati; five Garden Clubs; Nat. Assn. of Audubon Soc.; & many other conservation organizations.
- §**MCDUFFIE, DUNCAN**, Berkeley, Cal. Dir. Sierra Club; Chmn. Cal. St. Parks Council; Mem. (past Chmn.) Berkeley Civic Arts Commn.; Dir. Nat. Conf. on St. Parks; East Bay Reg. Park Assn.; Trustee Nat. Parks Assn.; Mem. Bd. of Dirs., "Save-the-Redwoods" League.
- MCELLOWNEY, MRS. HENRY C.**, Pittsburgh, Pa. Past Pres. Woman's City Club; Mem. (past Pres.) 20th Century Club; Past Regent, Pittsburgh Chapt. D. A. R.
- §**MC EWAN, MRS. ALEXANDER FRASER**, Seattle, Wash. Organizer & Pres. St. Soc. for Conservn. of Wild Flowers & Native Trees; St. Conservn. Chmn. for Garden Club of Am.; Chmn. Memor. Highway Com., Seattle Garden Club; Mem. Bd. of Dirs., Wild Flower Preservn. Soc.; Mem. St. Forestry Conf.; Am. Forestry Assn.; City Affairs Com., C. of C.; Nat. Conf. on St. Parks; Garden Club, Ltd., London, Eng.; Royal Hort. Soc.; Puget Sound Acad. Sci.
- ***McFADDEN, MRS. PARMALÉE, J.**, Chicago, Ill.
- ††§**McFARLAND, J. HORACE, L.H.D.**, Harrisburg, Pa. Master Printer. Chmn. Pa. Art Commn.; past V.P. Nat. Mun. League; Sec. Mun. League; past Pres. & Founder A. C. A., 1904-24; Pres. McFarland Publicity Service; Sec. & Treas. Mt. Pleasant Press; Chmn. A. C. A. Coms. on Nat. Parks & Forests, Roadside Impr. & local Fed. City; V.P. A. C. A.; Pres. Am. Rose Soc.; Trustee Dickinson Coll.; Mem. Greater Pa. Council; Adv. Com. on Zoning, U. S. Dept. Commerce; Am. Mem. Sp. Internat. Niagara Control Bd.; Mem. Commn. on Living Conditions of War Workers, Dept. of Labor, 1918-19; Nat. Conf. on City Planning; Am. Assn. Nurserymen. Former printer of & contributor to *American Gardening*, *Country Life in America* & *Country-side* magazines. Editor "American Rose Annual". Author of numerous books on gardening & contributor to *Outlook*, *Atlantic Monthly*, *Better Homes & Gardens*, *Country Gentleman*, *House & Garden*, *Ladies' Home Journal*. Led campaigns for preservation of Niagara Falls, for preserving & developing National Park system, resulting in establishment of National Park Service by Act of Congress. As President of A. C. A., visited some 500 towns & cities in pursuance of the aim of that organization to make American communities better places in which to live.
- ***McGANN, MRS. ROBERT G.**, Lake Forest, Ill.
- McGOVERN, WILLIAM R.**, Milwaukee, Wis. Pres. Wis. Tel. Co.; Milwaukee Co. Park Commn.
- ***McKEE, BERT**, Des Moines, Ia. Charter Mem. Town Planning Commn.; Rotary Club.
- ***McKEE, MARGARET**, Des Moines, Ia.
- McKEON, MRS. EDWARD H.**, Eccleston, Md. Pres. Green Spring Valley Garden Club (past Chmn. Billbd. Com.); Mem. Garden Club of Am.; past V.-Chmn. St. Conservn. Com.; St. Chmn. Billbd. Com., Fed. Garden Clubs of Md.
- ***McKINLEY, CHARLES**, Portland, Ore. Chmn. Com. on Zoning & City Planning, Housing & Planning Assn. Mem. faculty, Reed Coll.; Bd. of Govs., City Club; Am. Polit. Sci. Assn.
- McKINLOCK, MRS. GEORGE ALEXANDER**, Chicago, Ill., & Palm Beach, Fla. Pres. Garden Club; Chmn. Town Planning Commn.; Mem. Exec. Bd., Chicago A. R. C.; Bd., Children's Memor. Hosp.; Bd., Passavant Memor. Hosp.
- McKNIGHT, T. H. B.**, Washington, D. C. Past Treasurer, Pa. R. R. Co. (40 yrs.); Trustee U. of Pittsburgh; Mem. Civic Club of Allegheny Co.; Treas. Dupont Circle Citizens' Assn.
- McKNIGHT, MRS. T. H. B.**, Washington, D. C. Chmn. Bd. of Editors, *Bulletin of Garden Club of Am.*
- ¶**McLARTY, A. D.**, Urbana, Ill. Sec. Ill. Mun. League.
- ***McMECHEN, EDGAR G.**, Denver, Colo.
- McNEIL, D. R., JR.**, Los Angeles, Cal.
- McNITT, ROLLIN L.**, Los Angeles, Cal. Mem. (past Pres.) Assn. of City Planners; (past Pres. Bd.), City Planning

- Commn.; City Planning Assn. Engaged in preparation of book on "Law of City Planning."
- MCWHIRTER, MRS. FELIX T., Indianapolis, Ind. Chmn. Ind. St. Better Homes Com.; Mem. Correlating Com. on Edn. & Serv., President's Conf. on Home Bldg. & Home Ownership.
- MEAD, GEORGE W., Wisconsin Rapids, Wis. Paper Manufacturer. Past Mayor (3 terms); past Chmn. Park Bd.; Regent Wis. U.
- *MEAD, MARCIA, New York City. Town Planner & Adviser. Mem. A. I. A.; Nat. Housing Assn.; Zonta Club; Women's City Club. Author "Homes of Character."
- *MECHLIN, LEILA, Washington, D. C. Sec. Am. Fed. of Arts; Washington Soc. of Fine Arts; Asso. Editor *American Magazine of Art*; Art Editor *Washington Star*. Aided in movements for location & plan of Lincoln Memorial; to secure Freer Gallery, & collections for Washington; appointment by President Roosevelt of National Commission of Fine Arts; adoption of the McMillan Plan for park development.
- MEIGS, MRS. EDWARD B., Washington, D. C.
- MEINRATH, JOSEPH, Kansas City, Mo.
- †MELLON, ANDREW W., Washington, D. C. U. S. Ambassador to Great Britain. Past Secretary of the Treasury. Pres. Mellon Nat. Bk., Pittsburgh; Trustee Smithsonian Instn.; Carnegie Inst., Pittsburgh.
- MRS. FRANK MELVILLE, Stony Brook, L. I., N. Y. Pres. Three Village Garden Club.
- †MERCHANT, MRS. FRANCIS D., Washington, D. C. Mem. Women's City Club.
- MERKEL, HERMAN W., White Plains, N. Y. Gen. Supt., Westchester Co. Parks.
- *MERRIAM, C. B., Topeka, Kans.
- *MERRIAM, MRS. F. D., Topeka, Kans.
- †MERRIAM, JOHN CAMPBELL, F. A. A. S., Washington, D. C. Paleontologist, Educator. Pres. Carnegie Inst.; past Prof. of Paleont. & Hist. Geol., U. of Cal.; Mem. Nat., Phila., Cal., & local Acad. of Sci.; Am. Philos. Soc.; Am. Acad. of Arts & Sci.; Am. Assn. of U. Profs. Author of numerous educational & research articles.
- MERRILL, HAROLD, Washington, D. C. City Planner & Landscape Architect. City Planner, Fed. Employment Stabilization Bd., Dept. of Commerce. Past Asst. Planning Engr., Reg. Planning Fed., Phila. Tri-St. Dist.; Reg. Plan of N. Y. & Its Environs; past Landscape Archt., Finger Lakes St. Park Commn.; past Asst. City Planner, City Planning Bd., Boston; past Zoning Investigator, Bd. of Zoning Adjustment, Boston; Mem. Am. City Planning Inst.; Nat. Conf. on City Planning; President's Conf. on Home Bldg. & Home Ownership; Am. Acad. Polit. & Social Sci.
- §MERRILL, R. DWIGHT, Seattle, Wash. Lumberman. Mem. Fine Arts & Arboretum Assn.
- MERRILL, MRS. R. DWIGHT, Seattle, Wash. Pres. (& Organizer) St. Council for Protection of Roadside Beauty; V. Chmn. Billbd. & Roadside Com., Garden Club of Am., Western Zone; Mem. Governing Bd., Seattle Garden Club; City Affairs Com., C. of C.; St. Forestry Bd.
- METSON, W. H., San Francisco, Cal.
- *METTLER, MRS. CHARLES P., Toledo, O. V.P. (past Pres.) Woman's Club; Mem. Woman's Protective Assn.; Y. W. C. A.; Community Chest.
- §METZEROTT, OLIVER, Washington, D. C. Republican Floor Leader, Md. House of Delegates. V.P. Md. Forestry Assn.; Mem. Bd. of T.; Prince Georges Co. Community Council. Author & co-author of three measures to regulate billboards, & of Maryland Act making it a misdemeanor to injure or remove trees or shrubbery from the side of any public highway or from private property without written consent of owner.
- MEYER, HELOISE, Lenox, Mass. V.P. Pleasant Valley Bird & Wild Flower Sanctuary Assn. of Berkshire Co.; Mem. Garden Club of Am.; Fed. Socs. on Planning & Parks; Bd., Audubon Socs.; Bd., Soc. for Preservn. of N. E. Wild Flowers; Soc. for Preservn. of N. E. Antiquities; Am. Forestry Assn.; Mass. & N. H. Forestry Assn.; "Save-the-Redwoods" League; & numerous other conservation societies.
- MIEHLE, EDITH, Pottsville, Pa. Volunteer Welfare Worker. Sec. Law Enforcement League of Schuylkill Co.; Mem. local Mission (Settlement House); Bd., Schuylkill Co. Hist. Soc.; organizer of Parent-Teachers' Association.
- MILAR, MRS. WILBUR W., Akron, O. Past Chmn. of Conservn., Gen. & St. Fed. of Women's Clubs; Mem. (past Chmn.) Conservn. Com., Akron Fed. Women's Clubs; Pres. Akron Women's Chapt., N. A. A.; Mem. Bd. of Trustees, Summer Home for the Aged; past Pres. Akron Parent-Teachers' Assn.; Mem. Park Com., Akron Garden Club; Hon. Mem. Akron Fed. Garden Clubs; Hon. Mem. (& Organizer) Akron Girl Scouts; past Mem. Met. Park Bd.; Garden Club of Ohio; Ohio Assn. of Garden Clubs.
- MILES, MRS. GEORGE H., Rumson, N. J. Chmn. Roadside Beautification Com., St. Com. for Protection of Roadside Beauty; Billbd. & Roadside Com., Rumson Garden Club; Legisl. Chmn. N. J. Div. Women's Dept., Nat. Civic Fed.; Pres. Women's St. Repub. Club of N. J.; Mem. Exec. Com., Nat. Council for Protection of Roadside Beauty; Exec. Com., Roadside & Billbd. Com., Garden Club of Am.; Bd., Efficiency & Govt. Dept., League

- of Women Voters; N. J. Shade Tree Commn.
- MILLARD, EVERETT L., Chicago, Ill. Lawyer. Pres. Art Commn.; Chicago Chapt., English-Speaking Union; V.P. Eli Bates Settlement; Highland Park Hosp. Assn. Initiated St. Art Commn. Act in Ill.
- MILLER, ALLISON N., Washington, D. C. Realtor. Mem. Bd. of T.; C. of C.; R. E. Bd.; Exec. Com., Operative Builders' Assn.; Cathedral Heights Citizens' Assn.
- †MILLER, MRS. E. C. T., Cleveland, O.
- †MILLER, FRANK A., Riverside, Cal. Founder, Owner Glenwood Mission Inn. Founder Chemawa & Huntington Parks. Originator Mt. Rubidoux Easter Sunrise Pilgrimage & Armistice Day Sunset Services; Promoter Riverside Civic Center; Mem. Spanish Art Soc.; Southwest Soc.; Cal. Archæol. Inst. of Am.; Landmarks Club; Exec. Com., A. R. C.
- †MILLER, GEORGE P., Milwaukee, Wis. Attorney at Law. Chmn. City Sewerage Commn.; Met. Sewerage Commn., Co. of Milwaukee.
- MILLER, GUYON, Downingtown, Pa. Manufacturer. Pres. Dr. Edward Kerr Memor. Park; Mem. Chester Co. Health & Welfare Assn.; Chester Co. Council Boy Scouts. (Deceased May, 1932).
- MILLER, HERMAN P., Harrisburg, Pa. Senate Librarian. Mem. Bd., Mun. League; C. of C.; Pres. Union R. E. Investment Co., which developed Bellevue Park as restricted residence park.
- MILLER, JOSEPH T., Edgewood, Pa. Public Utility Official. Pres. League of Boroughs, Townships, & Cities of 3d Class of Allegheny Co.; Councilor Nat. Mun. League; Acad. of Sci. & Arts; Dir. Allegheny Tableland Assn.; past Chmn. Met. Plan Commn.; Mem. Welfare Fd. Allegheny Co.; Civic Club of Allegheny Co.; C. of C. (Chmn. of Com. on Allegheny Tableland Assn.).
- MILLER, WILLIAM TYLER, Los Angeles, Cal. Past University Prof. & Editor. Mem. Parliament of Man.
- ♀MILLNER, W. S., Williamsport, Pa. Sec. C. of C.
- MINIER, MRS. W. E., Oakland, Nebr. Chmn. Community Serv. Div., Gen. Fed. of Women's Clubs.
- MITCHELL, C. STANLEY, New York City.
- MIXER, CHARLES A., Rumford, Me. Sec.-Treas. Park Commn.; Trustee Publ. Libr.; Mem. Fed. Soc. on Planning & Parks; A. S. C. E.; Boston Soc. C. E.; N. E. Water Works Assn.; & others.
- MONROE, WILLIAM S., Chicago, Ill. Cons. Engineer for Commonwealth Edison Co., Publ. Serv. Co., Northern Ill., & Middle West Utilities Co.; Mem. A. S. C. E.; A. A. A. S.; Acad. of Sci.; Franklin Inst.; Western Soc. of Engrs. (past Pres.); Chicago Engrs. Club; A. I. E. E.; A. S. M. E.; Acad. of Polit. Sci.; Geog. Soc.; City Club.
- *MONTGOMERY, J. T., Wilmington, Del.
- *MOODY, MRS. AGNES C., Berkeley, Cal. Chmn. Publ. Affairs Section, Coll. Women's Club; Mem. (past Pres.) League of Women Voters; City Council; Commn. on Publ. Charities.
- MOORE, BARRINGTON, Washington, D. C. Forester. Sec. Council on Nat. Parks, Forests, & Wild Life; past Editor *Ecology*; Mem. Ecol. Soc. Am.; Am. Bot. Soc.; Soc. Am. Foresters; Am. Soc. Naturalists; Am. Geog. Soc.
- *MOORE, CHARLES, Washington, D. C. Chmn. Nat. Commn. Fine Arts. Mem. Am. Inst. Arts & Letters; Hon. Mem. A. I. A.; past Pres. Detroit City Planning Commn. Editor "The Plan of Chicago" by D. H. Burnham & E. H. Bennett; "Plan for the Improvement of Washington" by D. H. Burnham, C. F. McKim, Augustus Saint Gaudens, F. L. Olmsted. Author "Lives of D. H. Burnham & C. F. McKim," & of "Washington Past & Present."
- *MOORE, GEORGE, St. Louis, Mo. Botanist. Dir. Mo. Bot. Gardens; Pres. Acad. Sci.; Mem. Am. Philos. Soc.; Washington Acad. Sci.; Am. Bot. Soc.
- *MOREL, LOUISE, Louisville, Ky. Dir. Bd., Women's City Club. Treas. Nat. Assn. of Civic Secs.; V.-Chmn. Urban League; Mem. Nat. Conf. on St. Parks; Citizens Com. of 100 on City Planning; Sp. Appointee in Sanitation & related Depts. in City Admn.
- MORGAN, GEORGE W., St. Paul, Minn. Lawyer. V.P. (past Pres.); St. Paul Assn. of Commerce; Mem. City Planning Bd.; Adv. Bd. of St. Paul.
- †MORGAN, HENRY W., Rochester, N. Y. Manufacturer. Dir. Civic Impr. Assn.; Civic Music Assn.; Trustee Bur. of Mun. Res.; Mem. Adv. Council, C. of C.; Hist. Soc.; Art Gallery, U. of Rochester; Rochester Engring. Soc.
- MORGAN, JOSEPHINE P. (MRS. JUNIUS S. MORGAN), Princeton, N. J. Pres. N. J. St. Com. for Protection of Roadside Beauty; Com. Chmn., President's Conf. on Home Bldg. & Home Ownership; Mem. Billbd. Com., Garden Club of Am.; Nat. Council for Protection of Roadside Beauty.
- ♀MORGAN, OAKLEY V., Chicago, Ill. Supervisor of Property Improvement for Commonwealth Edison Co. Mem. Men's Garden Club; Ill. Art Extension Com.; Civic Opera Assn., Elmhurst, Ill.
- *MORGENTHAU, HENRY, New York City. Banker. Author. Dir. Inst. of Internat. Edn.; Pres. Bronx House Settlement; an incorporator A. R. C.; V.-Chmn. Near East Relief, Inc.
- †MORRIS, EFFINGHAM B., Philadelphia, Pa. Lawyer. Chmn. Bd., Girard Trust Co.; past Treas. Council of Defense & Com. of Publ. Safety.
- MORRIS, HENRY CURTIS, Washington, D. C. Mining Engineer. Pres. Aurora Hills Homes, Inc.; Dir. Arlington Co. C. of C.; Alexandria, Arlington & Fairfax R. E. Bds.; Mem. Bd. of T.;

- Kalorama Citizens Assn. (past Pres.); Am. Inst. Mining & Metall. Engrs.
- †MORRIS, IRA NELSON, Chicago, Ill. Diplomat. Author. Mem. Acad. Polit. Sci.; Am. Mus. Nat. Hist.
- MORRIS, MRS. RAY, Oyster Bay, L. I. & New York City. Chmn. Roadside Com., North Country Garden Club of L. I., affiliated with Garden Club of Am.; V.-Chmn. Roadside Com., L. I. C. of C.; St. Com. for Billbd. Legial.
- *MORRISON, A. CRESSY, New York City.
- MORRISON, R. C., Fort Worth, Tex. City Forester. Mem. Bd. of Dirs. of Garden Clubs.
- MORSS, EVERETT, Boston, Mass. Manufacturer. Pres. Franklin Fdn. Trustee Morss R. E. Trust; Mem. Corp. Mass. Inst. Tech.; A. I. E. E.; A. S. M. E.
- MORSS, JOHN WELLS, Boston, Mass.
- MORTON, MRS. ARTHUR V., Devon, Pa.
- §MORTON, GEORGE T., Omaha, Nebr. Realtor. Chmn. local Fed. City Com., A. C. A.; past Mem. City Planning Commn.
- *MORTON, MRS. R. A., Cheyenne, Wyo. Dir. St. Edn. Assn.; Nat. Edn. Assn.; St. Fed. of Women's Clubs; Pres. Cheyenne Club; Chmn. Com. on Sch. Activities, George Washington Bicentenn. Celebration for Wyoming; Chmn. Div. on Edn. & Training, Wyo. White House Conf. meeting May, 1932; St. Edn. Com., Bus. & Professl Women's Clubs; Mem. Com. on Publ. Agencies & Institutions, Wyo. Conf. of Social Work; Mem. St. Bd. of Charities & Reform; St. Land Bd.; St. Bd. of Pardons; St. Fiscal Bd.; St. Farm Loan Bd.; St. Bd. of Edn.; Bd. of Trustees, U. of Wyo.
- MOSELEY, T. D., Tulsa, Okla. Mem. (past Pres.) C. of C.
- *MOSES, A. C., Washington, D. C. Pres. Burlington Hotel Co.; Travelers' Aid Soc.; Chmn. Americanization Sch. Com.; Trustee Community Chest (Mem. Budget Com.); Mem. Bd. of T.; C. of C. Led drive to establish playgrounds for D. C. children.
- *MOSES, ROBERT, New York City.
- †MOSS, FRANK H., Philadelphia, Pa.
- MOVIUS, HALLAM L., F. A. S. L. A., Boston, Mass. Landscape Architect. V.P. Boston Soc. of Landscape Archts.; Mem. Mass. St. War Memor. Com.; Asso. Mem. Boston Soc. of Archts.; Mass. Billbd. Law Defense Com.
- †MUDGE, E. W., Pittsburgh, Pa. Manufacturer. Pres. Edmund W. Mudge & Co. V.-Chmn. City Plan Commn.; Mem. Bd. of Dirs., Allegheny Gen. Hosp.; Asso. Charities & Children's Serv. Bur.; Citizens Com. on City Plan.
- MUENCH, JULIUS T., St. Louis, Mo. City Counselor, City of St. Louis. Pres. Compton Heights Protective Assn.
- MULVHILL, FRANCIS J., Harrisburg & Germantown, Pa. Chief Dir., City Planning & Mun. Engring., Bur. of Mun. Affairs, Pa. Dept. of Internal Affairs. Active & hon. member of many professional societies.
- *MURPHY, JAMES CORNELIUS, F. A. I. A., Louisville, Ky. Architect. Chmn. City Plan Commn.; Pres. Art Assn.; Trustee U. of Louisville; Mem. A. S. C. E.
- *MURRAY, A. J., Kansas City, Kans.
- MUSSEY, MRS. CHARLES S., Lansdowne, Pa. Chmn. Co. Feds. & Extension, St. Fed. of Pa. Women; V.-Chmn. Rural Cooperation & Fed. Extension, Gen. Fed. Women's Clubs; Conservn. Chmn. Delaware Co.; Mem. Tri-St. Reg. Planning Fed.; New Century Club; Philomusian Club; Art Alliance, Phila.; various garden clubs & musical orgns.
- †NAST, CONDÉ, New York City. Publisher. Pres. Condé Nast Press. Mem. Citizens' Union; Assn. for Rd. Betterment.
- ♀NELSON, HERBERT U., Chicago, Ill. Trade Association Executive. Sec.-Mgr. Nat. Assn. of R. E. Bds.; Mem. Exec. Com. Am. Trade Assn. Execs.
- *NELSON, MURRY, Chicago, Ill. Attorney.
- NELSON, SEYMOUR G., Glenview, Ill. Landscape Gardener. Mem. Chicago Art Inst.; Am. Park Soc.
- *NESS, MRS. HENRY, Ames, Ia. Teacher of Applied Art at Ia. St. Coll. Chmn. Art Dept., Ia. Fed. of Women's Clubs; Supt. of Fine Arts, Ia. St. Fair.
- NEVILLE, MRS. ARTHUR COURTENAY, Green Bay, Wis. Chmn. Com. for Protection of Roadside Beauty, Wis. Fed. of Women's Clubs; City Beautiful Dept., Woman's Club.
- *NEWCOMER, E. W., Toledo, O.
- *NEWELL, J. P., Portland, Ore. Engineer. Consultant City Planning Commn. Chmn. local Fed. City Com., A. C. A.; Mem. City Club.
- †NEWHALL, MRS. THOMAS, Ithaca, Pa. Pres. Fed. Garden Clubs of Pa.; Chmn. Grounds Com., Com. of 1926 for Restoration of Strawberry Mansion; Billbds. & Roadside Com., Phila. Garden Club; Women's Bd. Bryn Mawr Hosp.; past Dir. Sch. of Hort. for Women, Ambler; Mem. Exec. Com., Billbds. & Roadside Com., Garden Club of Am.; Exec. Com., Council for Preservn. of Natural Beauty in Pa.; Social Serv. Com., Bryn Mawr Hosp.; Exec. Bd., Pa. Hort. Soc.; Finance Com., Wayne Neighborhood League; Emerg. Aid of Pa.; Colonial Dames of Am.
- NICHOLS, ACOSTA, New York City.
- *NICHOLS, ELMER E., Berkeley, Cal.
- †§NICHOLS, J. C., Kansas City, Mo. Realtor. V.P. Kansas City Art Inst.; Symphony Orchest.; Liberty Memor. Assn.; Chmn. W. R. Nelson Trust Fd.; Com. of 25 for new water works system; Com. for establishing Barge Line Terminals of Mo. River at Kansas City; 1st V.P. & Chmn. local Fed. City Com., A. C. A.; Mem. Nat. Cap. Park & Planning Commn. Active in securing passage of Zoning Law for Mo.; City Plan Enabling Act for Kansas City, & in developing neighborhood organiza-

tions. As President of Country Club District developed 4,000 acres in highly restricted residential subdivisions, with architectural & landscape control.

*NICHOLSON, GEORGE L., Washington, D. C.

NICHOLSON, WILLIAM RAMSEY, JR., Philadelphia, Pa. Merchant. Dir. Boys' Clubs of Am.; Sec. (Organizer, 1921) Phila. Law Enforcement League; Germantown Boys' Club; Mem. Pa. St. Fish & Game Prot. Assn.; C. of C.

*NITZE, MRS. WILLIAM A., Chicago, Ill.

*NOERENBERG, C. E., Los Angeles, Cal. Architect, Engineer. Mem. Bd. of Bldg. & Safety Commrs.; past Mem. City Planning Commn.; Mem. (past Pres.) City Planning Assn.

NOKES, TOM, Johnstown, Pa. Dir. Advertising Club; V.P. (Chmn. Camping Com.) Boy Scouts; Dir. Rotary Club; past Sec. Amateur Recr. Commn.; Mem. C. of C.; Y. M. C. A.; Greater Pa. Council (Chmn. Functional Com. on Publ. Information).

††NOLEN, JOHN, F. A. S. L. A., Cambridge, Mass. City Planner. Landscape Architect. Pres. Internat. Fed. of Housing & Town Planning; Boston Soc. Landscape Archts.; past Pres. (Mem. Bd. of Dir.) Nat. Conf. on City Planning; past Pres. (Mem. Bd. of Govs.) Am. City Planning Inst.; V.P. Fed. Soc. on Planning & Parks; Mem. Bd. of Dir., Planning Fdn. of Am.; Adv. Housing Com., Emerg. Fleet Corp. & Chief Bur. of Housing & Town Planning, Army Ednl. Commn. (World War); A. S. C. E.; Am. Inst. of Cons. Engrs.; Am. Fed. of Arts. Adjudicated competitive designs for city plan of Dublin, Ireland. Received award from Oberlaender Trust for promotion of closer relation in field of city planning between Germany & United States (1931).

§NORRIS, GEORGE W., Philadelphia, Pa. Lawyer, Banker. Gov., Fed. Res. Bank; Pres. Criminal Justice Assn.; Trustee Welfare Fed.; Mem. Am. Acad. Polit. & Social Sci.; Am. Econ. League; Am. Fdn.

NORRIS, LESTER JAMES, St. Charles, Ill. Publisher. Pres. Fox Valley Fed.; Founder Mem. Chicago World's Fair Centennial Celebration; Mem. C. of C. (past Pres.); Ill. St. Planning Commn.; Reg. Planning Assn., Chicago, Ill.

NORTH, ARTHUR T., New York City. Civil Engineer. Mem. A. I. A.; Archtl. League of N. Y.; Bund Deutscher Architekten; Architekten Oesterreichs; Asso. Ed. *Western Architect*. Consultant for American Institute of Steel Construction.

NOYES, BERTHA, Washington, D. C.

NOYES, FRANK B., Washington, D. C. Publicist. Pres. Asso. Press & *Evening Star* Newspaper Co.; Mem. Bd. of T.; Mid-City Citizens' Assn.

NOYES, MRS. FRANK B., Washington, D. C. Mem. Garden Club of Am.

(past Chmn. Com. of the Nat. Capital). Rendered distinguished service in development of park system of Washington, D. C.; in the promotion of garden planting; & in roadside improvement.

NOYES, HENRY T., Rochester, N. Y. Manufacturer. Mem. Civic Impr. Assn.; Business Dist. Impr. Assn.

§NOYES, THEODORE W., Washington, D. C. Journalist. Asso. & Acting Editor *Evening Star* 1887-1908; Editor 1908-; past Pres. *Evening Star* Newspaper Co.; Bd. of T.; Pres. Bd. of Trustees, Publ. Libr.; Geo. Washington U.; Asso. of Oldest Inhabitants; Mem. C. of C.; Bd. of T.; Columbia Hist. Soc.; West End Citizens' Assn.; Nat. Press Club; Cosmos Club; Soc. of D. C. Natives. Secured establishment of Publ. Libr. Advocate of 50-50 system for financing D. of C.; Codification of D. C. Laws & National Representation of Citizens of the District; also financial & political equity for the people of the Capital. Rendered important service to Federal City through untiring efforts for municipal development & civic improvement. Led the fight for the elimination of grade crossings, restriction of overhead wires, & park development for Washington.

*OATMAN, HOMER C., San Diego, Cal.

OBERHOLTZER, ERNEST C., Minneapolis, Minn. Pres. Quetico-Superior Council.

*O'BRIEN, ARTHUR, Washington, D. C. Lawyer. Dir. Nat. Met. Bank; Children's Hosp.; Mem. Am. Bar Assn.

§OCHS, ADOLPH S., New York City. Newspaper Publisher. Publisher & controlling owner *New York Times*; *Chattanooga Times*. Dir. Exec. Com., Asso. Press. Originator & Supporter Lookout Mtn. & Chattanooga Park; Supporter Saratoga Battlefield; Mem. N. Y. & Chattanooga C. of C.; Am. Philos. Soc.; & numerous others.

OCHS, MILTON B., Chattanooga, Tenn. Active in promotion of Lookout Mtn. Development.

§ODUM, HOWARD W., Chapel Hill, N. C. College Professor. Kenan Prof. of Sociology; Dir. Sch. of Publ. Welfare; Inst. for Res. in Social Sci., U. of N. C. Editor *Social Forces*. Gen. Editor Henry Holt Am. Social Sci. Series, U. of N. C.; Social Study Series. Pres. Am. Sociol. Soc.; Mem. President's Res. Com. on Social Trends.

§OGILBY, C. F. R., Washington, D. C. Attorney at Law. Dir. Nat. Met. Bank; Dir. & Mem. Exec. Com., Am. Peace Soc.; Mem. Am. Bar Assn.; D. C. Bar Assn.; N. Y. Bar Assn.; Bd. of T.; Soc. Sons of the Revolution; C. of C.

OHAGE, JUSTUS, St. Paul, Minn. Physician, Surgeon. Commr. of Health, 1899-1907. Donor of Harriett Island for park & recreational purposes.

O'HARA, EDWARD H., Syracuse, N. Y. Publisher & Managing Dir. *Syracuse*

- Herald*. Past Pres. Mun. Serv. Bd.; Trustee St. Coll. of Forestry; Mem. Nat. Deeper Waterways Bd.; C. of C.
- *O'HARRA, MRS. I. H., Philadelphia, Pa. One of the founders of local Playground Assn.; an incorporator Publ. Edn. Assn.; V.P. St. Fed. of Pa. Women; Home & Sch. League; Civic Club; Hon. Chmn. Civic Com., Century Club; founder Bucknell Alumni Club; Mem. Bd., Nat. Hist. Soc.; Art Alliance.
- *OLDBRICH, M. B., Madison, Wis.
- †OLMSTEAD, MRS. JOHN C., Brookline, Mass.
- †§OLMSTED, FREDERICK LAW, Brookline, Mass. Landscape Architect. Mem. Park Commn., 1901, which prepared plans in extension & elaboration of L'Enfant Plan, including parks & public buildings, D. C.; past Mem. Nat. Commn. of Fine Arts, 1910-18 & Nat. Cap. Park & Planning Commn.; past Chmn. Brookline (Mass.) Planning Bd.; Exec. Com., Nat. Conf. on City Planning; Bd. Govs. & past Pres., A. S. L. A.; during World War Mem. Emerg. Constr. Com., War Industries Bd.; Dir.-in-Charge Town Planning Div., U. S. Housing Corp.; Mem. Adv. Com. on City Planning & Zoning, U. S. Dept. Commerce; Bd., Prof. Advisers on City Planning for Reg. Plan of N. Y. & Environs; Dir. Survey of Cal. St. Parks, to determine desirable lands for ultimate comprehensive St. Park system; Mem. Mass. Civic League; Am. Fed. Arts; Am. Soc. Mun. Impr.; Nat. Mun. League; Nat. Housing Assn.; Nat. Conf. on Street & Highway Safety; Am. Forestry Assn.; Mass. Forestry Assn.; Nat. Conf. on St. Parks. Responsible for city & park plans for numerous cities.
- OLMSTED, GEORGE W., Ludlow, Pa. Manufacturer. Mem. Ludlow Community Assn.; Pa. Parks Assn.
- O'NEIL, GROVER, Oyster Bay, L. I., N. Y. Investment Banker. Dir. Reg. Plan Assn., Inc.; Trustee Village of Oyster Bay Cove; Chmn. (temp.) Nassau Co. Planning Fed.; Planning Commn., Oyster Bay C. of C.; past Chmn. Zoning Commn., Town of Oyster Bay.
- OPPENHEIMER, WILLIAM H., St. Paul, Minn. Lawyer. Past Pres. Rotary Club; past V.P. Assn. of Commerce in charge of Civic Affairs; Mem. Exec. Com. (past Chmn.), United Impr. Council; New City Hall & Court House Bldg. Commn.; New Auditorium Bldg. Commn.; past Mem. Charter Commn. of St. Paul. Received Cosmopolitan Club Medal for Civic Service to City of St. Paul, 1930.
- *ORUM, W. J., Montgomery, Ala.
- OSEROFF, ABRAHAM, Pittsburgh, Pa. Dir. Fed. of Jewish Philanthropies; Jewish Family Welfare Soc.; Bur. of Jewish Children; Bur. for Preventive & Corrective Work; V.P. Montefiore Hosp.; (& an organizer) Housing Assn.; Mem. Finance Com., Fed. of Social Agencies; Council Asso. Charities; Civic Club; Endorsement Com., Welfare Bd.; Bd. Mental Health Clinic; Com. on Sci. & Tech., Hebrew U., Palestine; Com. on Study of Social Needs of Hill Dist. Author of numerous papers on community advance.
- *OWEN, CLAUDE W., Washington, D. C. Lawyer. Dir. Park Savings Bank; Bd. of T.; Juvenile Protective Assn.; Trustee Community Chest; Mem. Budget Com., Community Chest; Com. of 100 on Fed. City; Chmn. Commn. (apptd. by Bd. of T.) for creation of Memor. Monument to Theodore Roosevelt.
- OWEN, MRS. RUTH BRYAN, Coconut Grove, Fla., & Washington, D. C. Member of Congress. Mem. Nat. Council of Women; League of Am. Pen Women; Bus. & Professl. Women's Club; D. A. R.; Women's Overseas League; Nat. Council for Child Welfare. Introduced bill to create Everglades National Park.
- †PABST, GUSTAVE, Milwaukee, Wis.
- PACK, ARTHUR N., Princeton, N. J. Pres. Am. Nature Assn.; Chas. Lathrop Pack Forestry Fdn.; Asso. Editor, *Nature Magazine*; Sec. Am. Tree Assn.; Dir. Nat. Council for Protection of Roadside Beauty; Mem. Am. Forestry Assn.; Canadian Forestry Assn.; N. Y. Zool. Soc. (Com. for Protection of Brown Bears & Grizzlies of Alaska).
- PADEFORD, MRS. CHESTER O., Glen Ridge, N. J. Chmn. Civics Dept., N. J. St. Fed. of Women's Clubs; Mem. Bicentenn. Com., Dept. of Conservn. & Development of N. J.; N. J. Com. for Protection of Roadside Beauty; Contemp. Club of Newark; Glen Ridge Woman's Club (Civics Com.). Helped secure passage of Billhd. Law, 1930. Active in promotion of New Jersey Highway Beautification & Snipe Sign Bills.
- *PADEFORD, F. M., Seattle, Wash. University Professor, Author. Prof. of Engl., U. of Wash.; Trustee St. Nicholas Sch., Seattle; Moran Junior Coll., Bainbridge Island; Mem. C. of C.
- *PAGE, WILLIAM TYLER, Washington, D. C.
- §PARISH, MR. AND MRS. HENRY, New York City.
- *PARKER, MRS. F. W., Santa Fe, N. M.
- †PARKER, MRS. GORDON, Colorado Springs, Colo.
- PARKER, ROBERT CHAPIN, Westfield, Mass. Sp. Justice, Dist. Court of Western Hampden. Past Chmn. Planning Commn.; Mem. Mass. Forestry Assn.
- PARKER, WILLIAM STANLEY, Boston, Mass. Architect. Pres. Soc. of Archts.; Archts. Small House Serv. Bur.; past Pres. Bldg. Congress; past Mem. City Planning Bd.; Mem. A. I. A.
- PARRISH, M. L., Philadelphia, Pa. Mem. City Parks Assn.; Reg. Planning Assn.

- q PARRY, J. W., Birmingham, Mich. Village Mgr. Village of Birmingham.
- PATTANGALL, MRS. GERTRUDE MANNING (MRS. WILLIAM R.), Augusta, Me. 1st V.P. West Side Welfare Assn.; Dir. St. Publicity Bur.; Chmn. Kennebec Co. Roadside Beautification Com.; Com. on Billbd. Restriction, St. Fed. Garden Clubs; Mem. Exec. Bd., Augusta Chapt., A. R. C.; Com. on Billbd. Restriction, St. Fed. of Women's Clubs; Legisl. Com., Current Events Club; Roadside Com., Kennebec Valley Garden Club.
- PAUL, FLORENCE A., York Village, Me. Pres. York Co. Bus. & Professl. Women's Club; V.P. York Co. Impr. Assn.; Dir. Me. Publicity Bur., Portland, Me.; Chmn. Beautification of Roadsides, Me. Fed. of Women's Clubs; Roadside Beautification Com., Women's City Club, Portsmouth, N. H.; Com. on Billbd. Restriction, Women's League of York, Me.; Roadside Beautification Com. of two clubs in Me. belonging to Garden Club of Am.; Me. St. Com. on Roadside Beautification; Mem. Com. on Roadside Beautification, Fed. Garden Clubs of Me.; Conservn. Com., Piscataqua Garden Club of York; Old York Hist. & Impr. Soc.; Me. Mem. Women's Com. co-operating with N. E. Council.
- PAUL, J. RODMAN, Philadelphia, Pa. Lawyer. Dir. Pa. Forestry Assn.; V.P. Fairmount Park Art Assn. A founder & past Pres. City Parks Assn.
- †PAYNE, JOHN BARTON, Chicago, Ill., & Washington, D. C. Lawyer. Chmn. A. R. C.; Gen. Counsel Shipping Bd., 1917-18; U. S. R. R. Admn., 1917-19; Chmn. U. S. Shipping Bd., 1919-20; Sec. of Interior, 1920-21; past Pres. Bd. South Park Commrs., Chicago; Chicago Law Inst.; past Chmn. Nat. Conf. on St. Parks; V.P. A. C. A.; Mem. Am., Ill., & Chicago Bar Assns.
- *PAYSON, GEORGE, Chicago, Ill. Lawyer. Mem. Art Inst.; Field Mus. of Nat. Hist.
- †§PEABODY, GEORGE FOSTER, New York City. Retd. Banker. Trustee Am. Church Inst. for Negroes, Hampton Normal & Agrl. Inst.; Penn Normal & Indust. Sch.; Colorado Coll., Colorado Springs, Colo.; Skidmore Coll.; Lake Placid Ednl. Fdn.; Mem. Nat. Inst. Arts & Scis.; Olympic Winter Games Commn., Lake Placid, N. Y.
- PEALE, ELIZABETH H., Lock Haven, Pa. Pres. Civic Club.
- PEALE, REMBRANDT, New York City. Coal Operator. Pres. Peale, Peacock & Kerr. Mem. Nat. Civic Fed.
- PEARSE, LANGDON, Winnetka, Ill. San. Engr., San. Dist., Chicago, since 1909. Mem. A. S. C. E.; Western Soc. of Engrs.; Am. Publ. Health Assn.; Inst. of Mun. & Co. Engrs.; Inst. of C. E.; City Club of Chicago.
- §PEASLEE, HORACE W., Washington, D. C. Architect. Park Consultant. Past Archt. of Publ. Bldgs. & Grounds; Chmn. A. I. A. Com. on Nat. Cap., Com. on Architecture, Washington Com. of 100; V.-Chmn. A. I. A. Com. on Roadside Structures; Sec. Allied Archts.; Organized Archts. Adv. Council, Washington, D. C.; Bicentenn. Conf. on Nat. Cap.; 2d V.P. A. I. A.; Mem. A. I. A. Com. on City & Reg. Planning, Com. on Charleston.
- PEDRICK, WILLIAM J., New York City. Pres. & Gen. Mgr. Fifth Ave. Assn.; Hon. Pres. Madison Ave. Assn.; Dir. First Ave. Assn.; Mem. Exec. Com., Save N. Y. Com.; Exec. Com., Com. of 20 on Street & Outdoor Cleanliness; Exec. Com., Unempl. Relief Com.; Zoning Com. of N. Y. C.; Mayor's Com. on Sites for Airports in N. Y. C.; Mayor's Com. on Taxation.
- qPEET, FRED N., Chicago, Ill. Dir. & Sec. Izaak Walton League of Am. Mem. Rotary Club; C. of C.
- PENNOYER, N. A., Kenosha, Wis. Physician. Founder & head Pennoyer Sanitarium.
- PEPLER, GEORGE L., F. S. I., P. P. T. P. I., London, Eng. Hon. Mem. Inst. M. & Cy. E., F. R. San. Inst., London, Eng.; Mem. Council of Garden Cities & Town Planning Assn.; Exec. Com., Internat. Fed. Housing & Town Planning; Council for Preservn. of Rural Eng.; Council Nat. Playing Fields Assn.
- PEPPER, GEORGE WHARTON, F. A. A. A. S., Philadelphia, Pa. Lawyer. Former U. S. Senator. Solicitor to Commrs. of Fairmount Park; Trustee U. of Pa.; Mem. Chapt. of the Washington Cathedral; Phila. Commn.; Am. Philoe. Soc.
- §PERKINS, DWIGHT H., F. A. I. A., Evanston, Ill. Architect. Hon. Pres. Reg. Planning Assn.; Mem. Chicago Chapt., A. I. A.; past Mem. Planning Com., Cook Co. Forest Preserve.
- PERKINS, ELLEN G., Athens, Pa.
- PERRY, ARTHUR F., Jacksonville, Fla. Banker. Mem. C. of C.; St. C. of C.; Bd. of Bond Trustees, City of Jacksonville; past Mem. City Council.
- qPERRY, MRS. RICHARD B., Harrisburg, Pa. Sec. St. Fed. of Pa. Women.
- *PETER, C. ROBERT, Louisville, Ky.
- *PETER, WALTER G., Washington, D. C. Architect. Mem. A. I. A.; Soc. of the Cincinnati.
- PETERSON, ELMER T., Des Moines, Ia. Editor *Better Homes & Gardens*. Mem. Rotary Club. Initiated Jr. Garden Clubs as auxiliaries in general movement to conquer new frontier of civilized ugliness.
- PETERSON, FREDERICK, New York City. Physician.
- †PETERSON, WILLIAM A., Chicago, Ill. Retd. Nurseryman. Mem. Plan Commn.
- PETTIBONE, W. B., Hannibal, Mo.
- *PEW, JOHN B., Kansas City, Mo. Lawyer. Past City Counselor. Formerly employed by city to annotate new Charter & revise Ordinance Law; now specializing in zoning cases.

- †**PAFF, WILLIAM**, New Orleans, La. Printer. Dir. (past Pres.) New Orleans Assn. of Commerce; Chmn. St. Bd. of Charities & Corrections; Pres. Bd. of Prisons & Asylums, City of New Orleans; United Typothetae of Am.; Union Homestead Assn.; Adv. Bd., St. Highway Commn.
- ***PHILIP, JOHN W.**, Dallas, Tex. Chmn. local Fed. City Com., A. C. A.
- PHILIPP, RICHARD**, Milwaukee, Wis. Architect.
- PHILLIPS, MRS. HOWARD C.**, Winnetka, Ill. Dir. Garden Club of Am. (Mem. Exec. Com., Billbd. & Roadside Com.); Chmn. Billbd. & Roadside Com., Lake Forest Garden Club.
- §**PHILLIPS, T. GLENN**, F. A. S. L. A., Detroit, Mich. Landscape Architect. City Planner. Pres. Ohio-Mich. Chapt., A. S. L. A.; Chmn. local Fed. City Com., A. C. A.; Mem. Nat. Conf. on City Planning; Am. Inst. City Planning; A. S. L. A.; Mich. Housing Assn. Participated in movement to enlarge Reg. Plan of Detroit. Consultant to many towns & colleges in Michigan.
- PHILLIPS, WILLIAM L.**, Lake Wales, Fla.
- †**PIPPES, LAWRENCE C.**, Denver, Colo. Past U. S. Senator. Past V.P. & Treas. Carnegie Steel Co. Founded Agnes Memor. Sanatorium for treatment of tuberculosis.
- PICKMAN, DUDLEY L.**, Boston, Mass.
- ***PIERCE, ROBERT**, Topeka, Kans.
- ***PIERCE, MRS. WALTER M.**, La Grande, Ore.
- PINCHOT, GIFFORD**, Milford & Harrisburg, Pa. Governor of Pa. Past Forester & Chief, U. S. Forest Serv.; past Commr. of Forestry of Pa.; past Prof. Forestry Yale U.; F. A. A. S.; past Pres. Nat. Conservn. Assn.; Mem. Soc. Am. Foresters; Am. Forestry Assn.; Royal Engl. Arboricult. Soc.; Am. Mus. Nat. Hist.; Washington Acad. Sci.; Am. Acad. Polit. & Social Sci.
- 9 **PIPER, H. E.**, Santa Cruz, Cal. Pres. City Planning Commn.
- ***PLACHEK, JAMES W.**, Berkeley, Cal. Architect. Chmn. St. Archts. Commn. (apptd. by Gov.).
- †**PLANKINTON, WILLIAM WOODS**, Milwaukee, Wis.
- PLATT, CHARLES A.**, F. A. I. A., New York City. Architect. Pres. Am. Acad., Rome, Italy; Trustee Chaloner Prize Fdn.; Mem. Am. Acad. Arts & Letters. Awarded Webb Prize, Soc. of Am. Artists, 1894.
- §**POLK, FRANK L.**, New York City. Lawyer. Corporation Counsel. Trustee Publ. Libr.; Mus. of Art; Cathedral of St. John the Divine; past Pres. Civ. Serv. Commn.; former Counselor U. S. State Dept.; former Under-Sec. of State; V.P. Nat. Mun. League; Dir. Park Assn.; Reg. Plan Assn., Inc.; Mem. N. Y. C. Bar Assn.; County Lawyers Assn.
- POLK, WILLIAM T.**, Warrenton, N. C. Lawyer. Mem. N. C. Social Serv. Conf.
- POLLARD, W. L.**, Los Angeles, Cal. Attorney. Dir.-at-Large Cal. R. E. Assn.; Chmn. St. City Planning Com.; Sp. Zoning Com., C. of C.; All Parties Reapportionment Com. of Cal.; Pres. Rainbow Park Impr. Assn.; Mem. Am. Acad. Polit. & Social Sci.; City Planning Assn.; Assn. of City Planners, L. A. Co.; Am., Cal., & L. A. Bar Assns.; Boulder Dam Conservn. Com. of Cal. Editor issue of "The Annals of the American Academy of Political & Social Science" on Zoning (May, 1931).
- ***POLLOCK, ADELAIDE**, Seattle, Wash.
- ***POMEROY, HUGH R.**, Palo Alto, Cal. Pres. & Organizer Assn. of City Planners, L. A. Co.; City Planning Assn.; Exec. Sec. Citizens Com. on Parks, Playgrounds, & Beaches, L. A. Co.; Pres. Hollydale C. of C.; Dir. Cal. Conf. on City Planning; Mem. (past Pres.) City Club; First Pres. City & Reg. Planning Section, League of Cal. Municipalities; Mem. (& Organizer) City & Co. Engrs. Assn.; C. of C.; Southgate C. of C.; Southgate City Planning Commn. Participated in Met. Park Program for L. A. Co., in Cal. St. Park Program, developed Reg. Highway & Civic Center Plan for city & county.
- †§**POND, IRVING K.**, Arch. D., F. A. I. A., Chicago, Ill. Architect. Founder & Hon. Mem. Archtl. Sketch Club; Hon. Mem. San Francisco, Los Angeles, & South Bend Archtl. Clubs & Archts. Club of Chicago; Inst. of German Archts.; Centr. Soc. of Austrian Archts.; Mem. (past Pres.) A. I. A.; Nat. Inst. Arts & Letters; Soc. Midland Authors; Chicago Literary Club; Cliff Dwellers; University Club. Drew first known published sketch of a many-storied "set back" building, 1898, and has designed in that fashion since 1906.
- PONTEFRACT, MRS. ELIZABETH W.** (MRS. JAMES G.), Shields, Pa. Mem. Civic Club of Allegheny Co.; Garden Club of Allegheny Co.; Hort. Assn. of Sewickley Valley.
- POOLE, MRS. GRACE MORRISON**, Brockton, Mass. Lecturer. Pres. Gen. Fed. Women's Clubs (Chmn. Com. for Protection of Roadside Beauty).
- §**POOLE, JOHN**, Washington, D. C. Banker. Pres. Fed. Am. Nat. Bank & Trust Co.; past Pres. Rotary Internat.; local Chapt., Am. Inst. of Banking; Pres. Community Chest; Treas. D. C. Bicentenn. Commn.; Birth of George Washington; Mem. D. C. Bankers' Assn.; Bd. of T.
- §**PORTER, MISS E.**, San Jose, Cal. Mem. Outdoor Art League.
- ***PORTER, FREDERIC H.**, Cheyenne, Wyo. Mem. House of Representatives, St. Legislature; C. of C.; Lions Club; Frontier Days Com.
- ***PORTER, F. F.**, Oakland, Cal.
- POST, GEORGE B.**, New York City. Architect.

- †POWERS, THOMAS H., Colorado Springs, Colo.
- †PRATT, GEORGE D., New York City. Pres. Am. Forestry Assn.; V.P. Am. Fed. Arts; Art Commn., N. Y. C.; Treas. Am. Assn. Mus.; Met. Mus. of Art; Trustee Am. Mus. Nat. Hist.; Mem. Nat. Conf. on St. Parks. Participated, while Conservn. Commr. of N. Y. St., in development of Saratoga Springs as health resort.
- §PRATT, MRS. JOHN T., New York City, & Washington, D. C. Mem. U. S. House of Representatives.
- PRENTICE, MRS. WILLIAM K., Princeton, N. J. Mem. Billbd. Com., Garden Club of Am.; Adv. Council, N. Y. Bot. Gardens; past Chmn. Conservn. Com., Princeton Garden Club.
- PRESCOTT, MARY R., Saranac Lake, N. Y. Pres. Village Impr. Soc.; Sec. & Treas. Reception Hosp.; Mem. Bd. Gen. Hosp.
- †PRICE, ELI KIRK, Philadelphia, Pa. Pres. Pa. Mus. of Art; City Parks Assn.; V.P. Fairmount Park Commn.; Fairmount Park Art Assn.; Trustee U. of Pa.; Mgr. U. Mus. of Archaeol.; Treas. Am. Philos. Soc. Recipient 1929 Bok Award.
- PRICE, FRED SOMERS, Wilmington, Del. Mem. C. of C. Participated in movements for city planning of Wilmington & the Metropolitan District.
- †PRICKETT, W. S., Sidnaw, Mich.
- PRINCE, MRS. BENJAMIN, New York City.
- PROSKAUER, MRS. JOSEPH M., New York City.
- PROSSER, MRS. WILLIAM A., Tiverton, R. I.
- PRUYN, ROBERT C., Albany, N. Y. Banker. Pres. & Chmn. Bd., Nat. Commercial Bank & Tr. Co.; Dir. Albany Hosp.; Church Pensions Fd.
- PRUYN, MRS. ROBERT C., Albany, N. Y.
- †§PURDY, LAWSON, New York City. Lawyer. Pres. Tax Reform Assn.; Planning Fdn. of Am.; V.P. City Club; past Pres. Nat. Conf. on City Planning; Nat. Mun. League; Treas. Russell Sage Fdn.; past V.-Chmn. Commn. on Bldg. Heights & Restrictions; Commn. that secured passage of Zoning Ordinance for N. Y. C.; Mem. Exec. Com., Nat. Mun. League; Com. on Reg. Plan of N. Y. & Its Environs; Bd. Reg. Plan Assn.; past Mem., Commn. to Examine & Revise Tene-ment House Law. Participated actively in movement to amend New York City Charter in relation to assess-ment of real estate & improvement of assessment methods.
- PURVIN, MRS. MOSES L., Chicago, Ill. Volunteer Civic Worker. Chmn. Jt. Conf. Com. on Recr.; Friday Morning Forum, Abraham Lincoln Center; Mem. Woman's Club (Chmn. Mun. Recr.); Woman's City Club (Chmn. Com. on Bathing Beaches).
- *PYLLE, CLARENCE T., Wilmington, Del.
- QUIER, MRS. EDWIN A., Reading, Pa.
- *RADCLIFFE, WILLIAM L., Washington, D. C. Pres. Radcliffe Chautauqua System; Mem. Bd. of T.; Internat. Lyceum & Chautauqua Assn.; U. S. C. of C.
- *RAMSAY, ERSKINE, Birmingham, Ala. Pres. Bd. of Edn.; Dir. C. of C.; Children's Hosp.; A. R. C.; Community Chest.
- RAMSPERGER, H. G., Leonia, N. J.
- †RANDOLPH, ANNA, Philadelphia, Pa. Life Mem. City Parks Assn.; Fair-amount Park Art Assn.; & mem. of numerous civic organizations in Phila-delphia.
- §RATCLIFF, W. H., JR., Berkeley, Cal. Architect. Past City Archt.; Mem. Bd. of Dirs., A. R. C.; Bd. of Dirs., Y. M. C. A.; A. I. A.; past Mem. Planning Commn.
- †REA, MRS. HENRY, Pittsburgh, Pa. Chmn. Bd., Oliver Iron & Steel Co. Mem. Pittsburgh Civic Club; Town Planning Commn., Palm Beach; Centr. Com., A. R. C.
- *READE, J. M., F. A. A. S., Athens, Ga. Professor of Botany, U. of Ga. Dir. Biol. Labs. Mech. Soc.; Ecol. Soc. of Am.; Ga. Acad. Sci.; Chmn. local Fed. City Com., A. C. A.
- *REED, MRS. HOWARD S., Phoenix, Ariz. Pres. Phoenix Garden Club; V.P. Nat. Flower & Fruit Guild of Am.
- REES, J. ARLINGTON, Kingston, Pa.
- REGAN, MRS. JOHN W., Providence, R. I. Mem. Civic Impr. & Park Assn.
- REID, MRS. ELIZABETH A., Ducor, Cal.
- ♀RETTIG, W. O., East Pittsburgh, Pa. Sec. Valley Planning Assn.
- REYNOLDS, GEORGE M., Chicago, Ill. Banker. Chmn. Exec. Com., Cont. Ill. Bank & Trust Co.; Dir. Fed. Res. Bank of Chicago; past Pres. Am. Bankers' Assn. Accompanied Nat. Monetary Commn. to Europe, 1908. Pres. Citizens' War Bd., 1917-19.
- *RICHARDSON, HUGH, Atlanta, Ga. Cap-italist. Past Trustee Princeton U.; Mem. Bd. of Dirs., Oglethorpe U.
- *RICHARDSON, LEON J., Berkeley, Cal. University Professor, Author. Mem. Faculty, Dir. Extension Div., U. of Cal.; Sec. & Treas. The Berkeley Club.
- §RICKER, GEORGE A., Washington, D. C. Mem. Publ. Utilities Com. & Deleg. to Fed., Kalorama Citizens Assn.; Personnel Com., Washington Soc. Engrs.; Coördinating Com., Nat. Cap. Park & Planning Commn.; past Pres. City Civ. Serv. Commn., Buffalo, N. Y.; past Sec. Council Good Govt. Clubs, Buffalo, N. Y.; past Mem. Bd. of Trustees, Charity Org. Soc., Buffalo, N. Y.
- ♀RIDSDALE, PERCIVAL S., Washington, D. C. Editor. Dir. & Treas.-Sec. Am. Nature Assn.; Dir. & Treas. Am. Tree Assn. Mng. Ed. *The Nature Mag-azine*.
- RIGGS, MRS. EDWIN H., Winter Park, Fla. Mem. (past Pres.) St. Fed. of Garden Clubs.

- RIKE, FREDERICK H., Dayton, O. Merchant. Dir. Community Chest; Pres. Assn. for Dayton; past Pres. "Greater Dayton" Assn. (C. of C.). Mem. Charter Commn., through which Manager Charter for Dayton was adopted.
- *ROACH, CHARLES L., Los Angeles, Cal.
- ♀ROBERTSON, ANNE M., New Orleans, La. Sec. City Planning & Zoning Commn.
- *ROBERTSON, HARRISON, Louisville, Ky. Journalist. Editor-in-Chief *Courier-Journal*. Mem. local Fed. City Com., A. C. A.
- §ROBINSON, MRS. DOUGLAS, New York City. Founder & Sec. N. Y. C. Com. for Fatherless Children of France; Mem. Pres. Coolidge's Adv. Com. to Exec. Com. of Rep. Nat. Com.; Dir. Nat. Com. on Prevention of Blindness; for 30 yrs. Mem. Bd. of Supervisors, N. Y. Orthopaedic Hosp.; Mem. Henderson Chapt. Herkimer Co., D. A. R.; Founder Colony Club & Three Arts Club; Dir. Roosevelt House, conducting civic educational work through its Roosevelt Clubs in public schools; Founder Jordanville Red Cross Chapter, & donor, with late husband, of Jordanville Free Library & Community House.
- §ROBINSON, MRS. THEODORE DOUGLAS, New York City & Washington, D. C.
- †ROBINSON, W. H., Pittsburgh, Pa. V.P. H. J. Heinz Co.
- ROCKEFELLER, MRS. JOHN D., JR., New York City. Chmn. Com. on Housing, Y. W. C. A. during War; Mem. Nat. Bd., Y. W. C. A.; Chmn. Dodge Hotel Com.; Trustee & Treas., Mus. of Mod. Art; Trustee Internat. House; Mem. Women's City Club of N. Y. Initiated Wayside Refreshment Stand Competitions conducted through Art Center of N. Y. and A. C. A.
- ROCKWOOD, CHELSEA J., Minneapolis, Minn. Lawyer. Pres. Taxpayers Assn.
- *ROGAN, NAT, San Diego, Cal.
- *ROGERS, R. R., Spokane, Wash.
- ROLFE, MARY A., Champaign, Ill. Writer. Mem. Ill. Art Exten. Com. Author "Our National Parks," book for children and various articles.
- *ROLLINS, MR. & MRS. HARRY, Des Moines, Ia.
- †§ROOSEVELT, MRS. FRANKLIN D., Albany, N. Y.
- §ROOSEVELT, MRS. W. EMLÉN, New York City.
- ♀ROOT, IRVING C., Silver Spring, Md. City Planner, Md. Nat. Cap. Park & Planning Commn. Dir. Md. Assn. of Engrs.; Mem. Am. City Planning Inst.; Sr. Fellow, Am. Inst. of Park Execs.
- *ROSE, DAVID B. G., Louisville, Ky. Mem. Louisville Fdn.; Bd. of T.
- †ROSE, G. B., Little Rock, Ark. Lawyer. Mem. Am. Bar Assn.; Internat. Law Assn.; Am. Inst. of Law; Commn. on Uniform St. Laws; Judicature Soc.; past Pres. Ark. & Little Rock Bar Assn.
- ROSENTHAL, BENJAMIN J., Chicago, Ill. Merchant. Mem. City Club; Legis. Voters League; Civic Fed.; Safety Commn.; Mun. Voters; Benjamin J. Rosenthal Charities, Inc.; past Mem. Bd. of Edn.
- ROSS, FREDERICK R., Denver, Colo. Realtor. Pres. Denver R. E. Exchange; Libr. Commn.; V.P. Bd. of Water Commrs.; Charter Mem. (Chmn. North Denver Park Dist. Com.) Planning Commn.; past Dir. C. of C.; Art Mus.; past Chmn. of Com. which conducted campaign for Rocky Mtn. Nat. Park; Mem. Mtn. Parks Commn.
- ROSS, HELEN, Kingston, Pa.
- †ROSS, MARY L., Kingston, Pa. 1st V.P. West Side Settlement Assn.; Chmn. Infant Welfare, West Side Vis. Nurse Assn.; Mem. Wyo. Valley Hist. & Geol. Soc.; Wyo. Commemorative Assn.
- *ROSSELL, JOHN S., Wilmington, Del.
- §ROWELL, CHESTER H., Berkeley, Cal. Educator. Pres. Cal. League of Nations Non-partisan Assn.; past Editor & Publisher, *Fresno Republican*; Mem. faculty U. of Cal.; lecturer on political science, educational, civic & political subjects; organizer & past Pres. Lincoln-Roosevelt Rep. League.
- §ROWLAND, MRS. WILLIAM O., Philadelphia, Pa.
- *RUMBOLD, CHARLOTTE, Cleveland, O. Asst. Sec. C. of C.; Sec. Com. on City Plan & Com. on Cooperative Met. Govt.; V.P. St. Conf. on City Planning; Chmn. local Fed. City Com., A. C. A.; Mem. City Plan Commn.; Woman's City Club.
- *RUMSEY, MRS. CHARLES C., New York City.
- §RUSSELL, E. J., F. A. I. A., St. Louis, Mo. Architect. V.P. A. I. A.; Mem. Nat. Conf. on City Planning; Chmn. City Plan Commn.
- §RUSSELL, HERBERT L., Detroit, Mich. Cons. Civil Engr. & City Planner. Engr. Mem. City Planning Commn.; Mem. President's Com. on Unempl.; Civic Com., Rotary Club.
- RUSSELL, JAMES S., Milton, Mass. Farmer. Mem. Planning Bd.
- RUST, H. L., JR., Washington, D. C. Treas. H. L. Rust Co.
- ♀SACHS, PAUL J., Cambridge, Mass. Museum Director. Pres. Am. Assn. of Mus.; Asso. Dir. Fogg Art Mus., Harvard U.; Trustee Smith Coll.; Nat. League for Urban Conditions among Negroes.
- *SADOWSKI, R. J., Detroit, Mich. Physician.
- §ST. GEORGE, MR. & MRS. GEORGE, Tuxedo Park, N. Y.
- SALTONSTALL, MRS. R. M., Chestnut Hill, Mass. Mem. Nat. Civic Fed. (Chestnut Hill Br.); Bd. of Trustees of Publ. Reservns.
- SANDERS, JOSEPH, Washington, D. C. Mechanical Engineer, Financier. Officer, Bur. of Health Edn.; Mem. Colum-

- bia Hist. Assn.; Forest Hills Citizens' Assn.; Am. Forestry Assn.; Boy Scouts of Am.; Nat. Assn. of Audubon Soc.; Nat. Geog. Soc.; Valley Forge Hist. Soc.; Fed. of Citizens' Assns.
- *SANGER, PRENTICE, New York City.
- SARGENT, WINTHROP, Haverford, Pa.
- SAUNDERS, BERTRAM H., Paterson, N. J. Industrial Executive. Passaic Co. Dir. N. J. St. Emerg. Relief Plan (of N. Y.) Assn., Inc.; V.P. Reg. Plan Assn., Inc., N. Y. C.; Mem. Passaic Co. Planning Assn.
- *SAUNDERS, CHARLES W., Seattle, Wash. Architect. Representative State Legislature (Chmn. Forestry & Logged-off Lands Com.; Mem. House Com. on Parks & Playgrounds). Pres. Publ. Schs. Athletic League; Mem. Adv. Bd., St. Soc. for Conservn., Wild Flowers & Native Trees; C. of C. (Chmn. Parks Com.).
- SAUNDERS, MRS. H. T., Cincinnati, O. Mem. Woman's City Club; League of Women Voters; United City & Reg. Planning Com.; Woman's Div., City Charter Com.; Consumers' League.
- *SAWYER, RALPH E., Des Moines, Ia.
- SAWYER, ROBERT W., Bend, Ore. Newspaperman. Editor *The Bend Bulletin*. Pres. Ore. Reclamation Congress; Dir. Ore. Hist. Soc.; Mem. C. of C. (past Pres.); past Mem. St. Highway Commn.
- *SAYLOR, JOHN C., Wilmington, Del.
- *SCARRITT, W. C., Kansas City, Mo.
- SCATTERGOOD, MRS. THOMAS, Philadelphia, Pa.
- *SCHACK, J. H., Seattle, Wash.
- SCHARFF, MAURICE R., Pittsburgh, Pa. Consulting Engineer. Dir. Civic Club of Allegheny Co.; Sec. & Treas. Greater Pittsburgh Parks Assn.; Mem. Exec. Com., Citizens' Reg. Com.; Council, Nat. Civ. Serv. Reform League; City Club of N. Y.
- *SCHILLING, EDWARD A., Detroit, Mich. Mem. local Chapt., M. S. A.; City Planning Commn.; Chmn. Com. on Publ. Bldgs. & Monuments.
- SCHMECKEBIER, LAURENCE FREDERICK, Washington, D. C. Economist. Mem. Inst. of Govt. Res.; Am. Assn. Polit. Sci.; Am. Econ. Assn.; Potomac Appalach. Trail Club; Appalach. Mtn. Club. Author "Statistical Work of National Government," "The District of Columbia, Its Government & Administration," & numerous other works dealing with Government activities.
- *SCHMIDT, LORENTZ, Wichita, Kans. Architect. Mem. C. of C.; Rotary Club; original City Planning Commn.
- 9SCHMIDT, R., Essen, Germany. Engineer. Dir. Siedlungsverband, Ruhrkohlenbezirk. Pres. Freie Deutsche Akademie des Staedtebaus; V.P. & Hon. Treas. Internat. Fed. Housing & Town Planning; Hon. mem. numerous German societies & commissions connected with better housing & city planning.
- †SCHOEELKOPF, PAUL A., Niagara Falls, N. Y. Pres. Niagara Falls Power Co. Chmn. Niagara Frontier Bridge Commn.; Trustee Niagara Falls Memor. Hosp.; Y. W. C. A.; Mem. U. S. C. of C.; Niagara Falls C. of C.
- VON SCHRADER, OTTO U., Washington, D. C.
- SCOTT, MRS. ARTHUR HOYT, Media, Pa. Sponsor, Arthur H. Scott Fdn. of Hort., Swarthmore Coll.
- SCRUGGS, MRS. GROSS R., Dallas, Tex. Organizer & Pres. St. Fed. of Garden Clubs; Mem. Beautification Com. of Dallas; Ten-year Plan Com., C. of C.
- SCULLY, ARTHUR M., Pittsburgh, Pa. Attorney. Dir. Civic Club of Allegheny Co.; Allegheny Co. Council Boy Scouts; V.P. St. Margaret Memor. Hosp.
- SEARS, ANNIE L., Boston, Mass. Mem. Mass. Civic League; Women's Mun. League; Good Govt. Assn.; Publ. Sch. Assn.; Dir. Vacation Sch., Waltham, Mass.
- SEARS, THOMAS W., Philadelphia, Pa.
- SEASONGOOD, MURRAY, Cincinnati, O. Attorney at Law. Past Mayor & Mem. City Council. Pres. Nat. Mun. League; Chmn. City Planning Commn., 1926-30; Travelers Aid Com.; Pres. Leg. Aid Soc., Crafters Co.; Trustee Mus. Assn. (Art Mus.); Julius Rosenwald Fd.; Working & Newsboys' Home; V.P. & Counsel Smoke Abatement League; Mem. Bd. of Trustees, Community Serv.; Council, Nat. Civ. Serv. Reform League; Mem. Nat. Adv. Council, Proportional Representation League; Ohio Commn. for the Blind.
- SEELER, MRS. EDGAR V., Philadelphia, Pa.
- *SESTON, J. W., San Diego, Cal. Banker. Pres. Soc. of Nat. Hist., operating Nat. Hist. Mus., Balboa Park; Treas. St.-Co. Park & Beaches Assn.
- SEIBERLING, FRANK A., Akron, O. Manufacturer. Pres. Seiberling Rubber Co. Dir. St. Bank & Trust Co.; Mem. Bd. of Park Commrs.
- SEKIGUCHI, EITARO, Kioto, Japan. Mem. Faculty, Dept. of Agr., Imperial U., Kioto. Asst. Prof. Landscape Architecture & City Planning.
- SELIGMAN, MRS. HENRY, New York City. Pres. Mt. Sinai Training Sch. for Nurses; Mem. Bd., Stuyvesant St. Tech. Sch.; Mem. Ethical Sch.; Publ. Edn. Assn. Owner & Organizer, Girls' Home for First Offenders in Night Court.
- SELLERS, HORACE WELLS, F. A. I. A., F. R. S. A., Philadelphia, Pa. Architect. Mem. (past Pres.) Phila. Chapt. A. I. A. (Chmn. Com. on Preservn. of Hist. Monuments); Mem. Community Health & Civic Assn. for Lower Merion Township (Mem. Reg. Planning & Zoning Com.); Franklin Inst.; Hist. Soc. of Pa.; Pa. Acad. Fine Arts; Phila. Art Alliance; Church Bldg. Commn., Diocese of Pa.; Com. to Assist Valley Forge Park Impr.
- SERVER, MRS. E. H., Dallas, Tex. Chmn. Civic Art Com., City Plan Commn.; Mem. Oak Cliff Soc. of Fine Arts.

- *SESSIONS, C. H., Topeka, Kans. Newspaper Editor. Mng. Editor *Capital*; Dir. St. Savs. & Loan Assn.; Chmn. Citizens' Ednl. Council of Kans.; Mem. St. Utilities Commn.
- *SETTLE, MRS. ANNA HUBBUCH, Louisville, Ky. Chmn. Problems of Industry, Ky. Fed. of Women's Clubs; Ky. Civic Com. on the Loan Shark Problem; Mem. Bd. of Dirs., Travelers' Aid; Mayor's Citizens Com. of 100 for Plan for Louisville; Exec. Com., St.-wide Welfare Com.; Mem. (past Pres.) Louisville League of Women Voters; Ky. League of Women Voters (past Pres.); Louisville Women's City Club (past Pres.); & many others.
- SEXTON, ROY LYMAN, Washington, D. C. Physician. Mem. Appalach. Mtn. Club; Potomac Appalach. Trail Club; Bd. of T.
- SEYMOUR, MRS. ROBERT MORRIS, Miami, Fla. St. Chmn. Fla. Fed. of Garden Clubs; Pres. S. Fla. Garden Club; V.P. Miami Garden Club; Mem. Sociol. Soc., London, Eng. Drew up & presented outline for State Plan for Fla. (Nat. Conf. on City Planning). Organizer & Dir. of numerous movements for civic improvement.
- SHANKLIN, R. B., Gary, W. Va.
- SHANNON & LUCHS, Washington, D. C. Realtors.
- §SHARP, JAMES, Washington, D. C.
- SHARP, MRS. W. B., Houston, Tex.
- SHARPLES, PHILIP M., West Chester, Pa. Manufacturer. Trustee Swarthmore Coll.; Pres. Chester Co. Forest & Park Assn. & Planning Council; V.P. (Mem. Exec. Com.) Reg. Planning Fed., Phila. Tri-St. Dist.
- SHATTUCK, MRS. C. H., Idaho Falls, Ida. Chmn. & Landscape Archt., Beautification Com., C. of C.
- *SHAVER, CHARLES W., Salina, Kans. Architect. Mem. Water Bd. (Mun. Water Plant); C. of C.
- †‡SHAW, ALBERT, F. A. G. S., New York City. Editor, Publicist. Editor *American Review of Reviews*; *Minn. Tribune*, 1883-88. Pres. *Review of Reviews* Corp. Lecturer in many universities & colleges. Awarded John Marshall Prize by Johns Hopkins U., 1895, for books on mun. govt. Senator, United Chpts. of Phi Beta Kappa; V.P. A. C. A.; Fellow Am. Statist. Assn.; Mem. Am. Antiq. Soc.; Am. Econ. Assn.; Am. Hist. Assn.; Am. Assn. Polit. Sci. Rendered distinguished service in civic education through columns of *Minn. Tribune* & *American Review of Reviews*.
- SHEAFFER, ARTHUR W., Pottsville, Pa. Mining Engineer. Pres. City Planning Commn.
- SHEBLE, MRS. FRANK J., Philadelphia, Pa. Mem. Civic Club; City Parks Assn.; Zool. Soc. of Phila.; & numerous others.
- *SHELDON, CHARLES, Topeka, Kans. Minister. Past Editor-in-Chief *Christian Herald*, N. Y. C.; Contributing Editor *Christian Herald* since 1925.
- †SHEPARD, C. SIDNEY, New Haven, N. Y. Capitalist. Dir. Mobile & Ohio R. R. Co.; Mem. Met. Mus. Art; Am. Mus. Nat. Hist.; Am. Pathol. Soc.; Am. Social Sci. Assn.; Buffalo Fine Arts Acad.
- SHEPHERD, HARRY W., Berkeley, Cal. Asso. Prof., Div. of Landscape Design, U. of Cal. Mem. Park & Recr. Commn., City of Berkeley; Landscape Archt. Consultant, Cal. St. Park Commn., San Francisco.
- §SHERIDAN, LAWRENCE V., Indianapolis, Ind. Mem. Am. City Planning Inst.; A. S. L. A.; A. S. C. E.; Civic Affairs Com., C. of C.; Adv. Com. on Publ. Recr.
- SHERILL, CLARENCE O., Cincinnati, O. V.P. Kroger Co. Past City Mgr.; Chmn. Permanent Com. for Stabilization of Employment; Com. on Mun. Reporting, Am. Mun. Assn.; Govt. Res. Assn.; Internat. City Mgr. Assn.; Nat. Mun. League; Mem. A. S. C. E.; U. S. C. of C. As Executive Officer of Arlington Memorial Bridge Commn., Washington, D. C., prepared plans for bridge & related park improvements. Assisted in plans for park development of Washington & preparation of legislation for National Capital Park & Planning Commission. First Executive Officer, National Capital Park & Planning Commn.
- SHERWIN, BELLE, Washington, D. C. Pres. Nat. League of Women Voters; Epis. Ch. Trustee, Wellesley Coll.; Mem. (past Pres.) Women's City Club of Cleveland.
- *SHIENTAG, B. F., New York City.
- *SHIRER, H. L., Topeka, Kans.
- SHIRLEY, JOSEPH W., Baltimore, Md. Civil Engineer. Pres. Commn. on City Plan; Trustee Commn. on Govtl. Efficiency & Economy, Inc.; Mem. (& Park Adviser), Mun. Art Soc.; Nat. Conf. on City Planning (past Dir.); City Planning Engr. for Balto. (1900-27).
- *SHORETT, JOHN B., Seattle, Wash.
- *SHOWALTER, J. J., Cheyenne, Wyo.
- SHURCLIFF, ARTHUR A., Boston, Mass. Landscape Architect. Mem. (past Pres.) A. S. L. A.; A. I. A.; Am. City Planning Inst.; Boston Soc. C. E.; Art Commn.; Mass. Art Commn.; past Adviser, Boston Planning Div., Boston Met. Dist.; Boston Park Dept.; Met. Dist. Commn.; Park Commns. of various cities.
- SHURTLEFF, FLAVEL, New York City. Sec. Nat. Conf. on City Planning. Sec. Am. City Planning Inst.; Dir. Planning Fdn. of Am.
- †SIBLEY, HIRAM W., Rochester, N. Y.
- SIDWELL, MRS. T. W., Washington, D. C. Principal (with T. W. Sidwell) Sidwells' Friends' School. Mem. Bd. of Dirs. & Chmn. Soc. of Edn., 20th Century Club; A. A. U. W.; League of Women Voters.

- SIGLER, MRS. F. C., Indianola, Ia. Pres. Fed. Garden Clubs of Ia.; past Pres. Woman's Club; Garden Club; Hon. Mem. Sch. Garden Assn. of Am.; Mem. Founders' Group, Des Moines Garden Club; Exec. Bd., St. Hort. Soc.; Mem. (one of three), Indianola Park Bd.
- SIMMONS, JOHN J., Dallas, Tex. Dir. Kessler Plan Assn.; past Pres. City Plan Commn.; Chmn. Bd. of Supervisors, City & Co. of Dallas Levee Impr. Dist.; V.P. Highway Com., C. of C.; Mem. Park Bd.; North Dallas Development League; Ten-year Program Publ. Impr. Com., C. of C.
- SIMMONS, MR. & MRS. Z. G., Greenwich, Conn.
- SIMON, FRANKLIN, New York City. Merchant. Dir. Fifth Ave. Assn.; Retail Dry Goods Assn.; Arbitration Soc.
- SIMON, LOUIS A., Washington, D. C. Architect. Mem. Bd. of Archtl. Consultants, Treas. Dept.
- SIMON, ROBERT E., New York City.
- SIMONDS, MARSHALL G., Chicago, Ill. Landscape Designer. Mem. firm of Simonds & West. Past Supt. Parks, & City Forester, Green Bay, Wis.; Mem. City Club. Responsible for winning of first prize by Green Bay in Playground Beautification Contest conducted by Nat. Recr. Assn. for cities of over 25,000 inhabitants.
- SIMONDS, ROBERT O., York Harbor, Me.
- SIMPSON, JAMES, Chicago, Ill. Merchant. Chmn. Plan Commn.; River-Straightening Commn.; as Chairman Plan Commission actively engaged in promoting work on Outer Drive Bridge & lake-front parks, & river-front & super-highway development. As chairman Citizens' Traction Settlement Committee actively engaged in the coordinating of local transportation systems & the evolution of the subway project.
- SINKS, FREDERICK N., Columbus, O. Lawyer. Dir. Columbus Club; Chmn. local Fed. City Com., A. C. A.; Trustee Female Benevolent Soc.; Hannah Neil Mission; Mem. C. of C.
- SIPPEL, MRS. JOHN F., Baltimore, Md. Past Pres. Gen. Fed. of Women's Clubs.
- SKINNER, C. D., Topeka, Kans. Mem. C. of C.
- SKINNER, D. E., Seattle, Wash.
- SLADE, GEORGE T., New York City. Retd. railway official.
- SMALL, JOHN H., 3d, Washington, D. C. Landscape Architect.
- SMITH, CLEMENT C., Milwaukee, Wis.
- SMITH, DELOS H., Washington, D. C. Architect. Mem. A. I. A.
- SMITH, MRS. DUDLEY C., Normal, Ill.
- SMITH, F. A. CUSHING, Chicago, Ill. Landscape Architect. Town Planning Engineer. F. A. S. L. A. Mem. Bd. of Trustees, Fdn. for Archt. & Landscape Archt., Lake Forest, Ill.; Mem. Reg. Planning Assn. Editor *The American Landscape Architect*.
- SMITH, GEORGE OTIS, F. A. A. S., Washington, D. C. Geologist. Chmn. Fed. Power Commn.; past Dir. U. S. Geol. Survey; past Pres. Am. Inst. Mining & Metall. Engrs.; Mem. Bd. of Trustees, Colby Coll.; U. of Chicago; Trustee Somerset (Me.) Woods Trust; Nat. Geog. Soc.; Nat. Adv. Council of Am. Peace Soc.; Mem. Mining & Metall. Soc. of Am.; Am. Forestry Assn.; Am. Assn. of Petroleum Geologists; Wash. Acad. of Sci.
- SMITH, J. SPENCER, Tenafly, N. Y. Pres. Bd. of Commerce & Navigation, State of N. J.; Am. Shore & Beach Preservn. Assn.; Tenafly Bd. of Edn.; Mem. Soc. of Term. Engrs.; Am. Assn. of Port Authorities; Permanent Internat. Assn. of Navigation Congresses.
- SMITH, LEONARD S., Redondo Beach, Cal. City Plan Consultant. Prof. of City Planning, U. of Wis., 1910-28; City Planning Engr., National City, Cal.; Mem. Los Angeles City Plan Assn.; past Mem. City Plan Com., Madison, Wis.
- SMITH, O. C., Kansas City, Kans.
- SMITH, PETER A., South Orange, N. J. Manufacturer. Banker. Dir. (Mem. Exec. & Finance Coms.) Welfare Fed. of the Oranges; C. of C. of the Oranges & Maplewood; N. J. St. C. of C.; St. Mary's Hosp., Orange; S. Orange Community House (Mem. Exec. & Finance Coms.); S. Orange Garden Club; V.P. Orange Mtn. Council, Boy Scouts; Trustee S. Orange Village; & numerous other civic & philanthropic orgs.
- SMITH, MRS. WILLIAM WATSON, Pittsburgh, Pa. V.P. 20th Century Club; Chmn. Children's Div., Assn. for Impr. of the Poor; Mem. Soc. of Pa. Women; Art Soc.; Civic Club of Allegheny Co.; Travelers' Aid Soc.; Women's City Club; Y. W. C. A.; Garden Club of Allegheny Co.; Farm & Garden Assn.; Pa. Soc. of Colonial Dames; Charities Assn.
- SNYDER, JOHN W., San Diego, Cal. Helped secure new city charter & rendered important service as member Board of Freeholders which drafted council-manager charter for the city.
- SPAUD, W. W., Washington, D. C. Banker, Broker. Mem. firm of W. B. Hibbs & Co.
- SPALDING, S. M., Los Angeles, Cal.
- SPALDING, MRS. H. W., Grinnell, Ia.
- SPEER, MRS. JOSEPH MCK., Augusta, Ga. Pres. Garden Club of Ga.
- SPENCER, ELDRIDGE T., San Francisco, Cal. Architect. In charge of Architecture & Landscape for concessions operating in Yosemite Nat. Park. Architect Diplôme d'Ecole des Beaux Arts, Paris; Mem. A. I. A.
- SPRAGUE, A. A., Chicago, Ill. Merchant. Dir. Cont. Ill. Bank & Trust Co.; Trustee Field Mus. of Nat. Hist.; John Crerar Libr.; Children's Memor. Hosp.; Rush Med. Coll.; Shedd Aquarium; Mus. of Sci. & Industry; Orchest. Assn.; Otho S. A. Sprague Memor. Inst.

- *SPRINGER, A. R., Topeka, Kans.
 *STARK, C. W., Washington, D. C.
 STEEVER, MRS. D. M., Easton, Pa.
 Mem. Woman's Club.
 *STEILBERG, WALTER E., Berkeley, Cal.
 STEINHART, JOHN W., Nebraska City,
 Nebr. Chmn. Nebr. City Planning
 Commn.; Trustee Memor. Bldg. Assn.;
 Mem. Arbor Day Memor. Assn.; St.
 Hist. Assn.
 STEININGER, G. RUSSELL, Reading, Pa.
 Architect. Planner of Park System
 along Wyomissing Creek.
 §STEPHAN, ANTON, Washington, D. C.
 Attorney at Law. Dir. C. of C.; Trust-
 tee, Com. on Vocational Edn. in Publ.
 Schs.; Councilor U. S. C. of C.; Mem.
 Chevy Chase Citizens Assn.; Com. on
 200th Anniversary Birth of George
 Washington.
 †STEPHENSON, J. F., Lakewood, N. J.
 Bank President. Pres. Shade Tree
 Commn.; Dir. N. J. Fed. of Shade Tree
 Commns.; V.P. N. J. Taxpayers'
 Assn.; Mem. Lakewood Food Garden
 Commn.
 STETSON, MRS. J. M., Williamsburg, Va.
 Mem. Garden Club (Chmn. Libr.
 Com.); Civic League (Chmn. Program
 Com.); Advis. Council, St. Parks &
 Forests (Va.); Mem. Nat. Conf. on
 St. Parks.
 STEVENS, MRS. FREDERICK W., Grand
 Rapids, Mich.
 STEVENS, JOHN CALVIN, Portland, Me.
 Architect. Pres. Soc. of Art; past
 Chmn. Com. of C. of C. to investigate
 city govts.; past Pres. C. of C.; past
 Chmn. Commn. on Zoning; Mem. Soc.
 Preservn. N. E. Antiquities; Soc. for
 Preservn. of N. H. Forests; Am. Fed.
 Arts; U. S. C. of C.; Publ. Com. Re-
 vision Bldg. Code of Portland, 1926.
 Participated actively on Committee to
 revise City Charter, which now pro-
 vides for City Manager & Council of
 Five.
 *STEVENS, THEODOSIUS, New York City.
 §STEVENS, VINCENT S., Akron, O. Sec.
 C. of C. Mem. Izaak Walton League;
 Ohio St. Conf. on City Planning; Ohio
 Commercial Org. Secs.; Nat. Assn. Com-
 mercial Org. Secs.
 STIFEL, CARL G., St. Louis, Mo. Realtor.
 Chmn. City Plan Com., R. E. Ex-
 change; Dir. Engrs. Club; Mem. C. of
 C.; Bd. of Adjust., Bd. of Equalization,
 City of St. Louis.
 STIMSON, MRS. CHARLES DOUGLAS,
 Seattle, Wash.
 †§STIMSON, HENRY L., Washington, D. C.
 Secretary of State. Past Sec. of War;
 Gov.-Gen. of Philippine Islands.
 *STIMSON, MRS. HENRY L., Washington,
 D. C.
 STIMSON, MRS. THOMAS, Seattle, Wash.
 STOKES, ANSON PHELPS, Washington,
 D. C. Canon of Washington Cathedral.
 Trustee Rockefeller Fdn.; Pres. &
 Chmn. Ednl. Com., Phelps Stokes
 Fdn.; Chmn. Wash. Com. on Race Re-
 lations; Exec. Com., Yale in China;
 Mem. Gen. Ednl. Bd.; Internat. Ednl.
 Bd.; Wash. Asso. Charities. Author
 of numerous works on religion, history,
 & education.
 STOKES, HAROLD PHELPS, New York
 City. Newspaperman. Trustee Tru-
 deau (N. Y.) Sanatorium; Dir. Phelps
 Stokes Corp.
 STOKES, J. G. PHELPS, New York City.
 Publicist. Pres. Phelps Stokes Corp.
 During many years Mem. Gov. Bds. of
 social, ednl., & philanthrop. orgs.;
 Mem. many city & St. coms.; past
 Chmn. People's Inst.; past V.-Chmn.
 Mun. Ownership League; for 20 yrs.
 Chmn. Hartley House. Awarded N. Y.
 State decorations for "long and faith-
 ful service," "conspicuous service,"
 & "service in aid of civil authority."
 Mem. Soc. Am. Mil. Engrs.; Sulgrave
 Inst.; N. E. Soc.; N. Y. Acad. Sci.; Am.
 Acad. Polit. & Social Sci. (Phila.);
 Acad. Polit. Sci. (Columbia U.); Met.
 Mus. of Art; Am. Mus. Nat. Hist.;
 V.P. Roerich Soc. of N. Y.
 †STONE, EDWARD L., Roanoke, Va. Chmn.
 City Planning & Zoning Commn.
 STONE, ROBERT B., Boston, Mass.
 Lawyer. Pres. Council of Social
 Agencies; Chmn. Children's Aid Assn.;
 Mem. Exec. Com., Good Govt. Assn.
 STORROW, JAMES J. JR., Boston, Mass.
 Treas. Soc. for Protection of N. H.
 Forests, (which owns Franconia Notch
 & other forest reservations), & is
 actively engaged in a campaign for
 Highway Forest Reservations.
 STORROW, MRS. JAMES J., Boston, Mass.
 2d V.P. Women's City Club; Chmn.
 Mass. Better Homes Com.; Dept.
 Commr. Mass. Girl Scouts; Mem.
 World Com. Girl Guides & Girl Scouts.
 †STORRS & HARRISON, Painesville, O.
 †§STOTESBURY, MRS. EDWARD T., Phila-
 delphia, Pa.
 STOWELL, ELLERY C., Washington, D. C.
 Educator. Prof. Internat. Law, Am.
 U.; past Pres. Better Govt. League.
 Author of works on international law.
 STRAWBRIDGE, MRS. GEORGE S., Bala,
 Pa.
 *STREET, EDGAR, New York City.
 STREET, ELWOOD, Washington, D. C.
 Dir. Community Chest. Officer Mon-
 day Evening Club; Mem. C. of C.;
 Bd. of T.; Foxhall Village Citizens'
 Assn.; Potomac Appalach. Trail Club.
 *STRINGER, HENRY E., Washington, D. C.
 STUART, JAMES L., Pittsburgh, Pa. Pres.
 Kingsley House Assn., Pittsburgh;
 Chmn. Bldg. Com., Allegheny Gen.
 Hosp.; Mem. Bd. of Mgrs., Allegheny
 Co. Indust. Training Sch. for Boys,
 Warrendale; Sewickley Water Commn.
 STURGIS, R. CLIPSTON, Boston, Mass.
 Architect. Mem. (past Pres.) A. I. A.;
 Am. Acad. of Arts & Scis.
 *SULLIVAN, HERBERT, San Diego, Cal.
 SULZBERGER, ARTHUR HAYS, New York
 City. Newspaper Executive. V.P.
 & Dir. *The New York Times*.
 *SUMMER, CHARLES K., Palo Alto, Cal.
 *SURRATT, JOHN E., Dallas, Tex. Sec.

- Kessler Plan Assn.; Mem. Nat. Conf. on City Planning; Southwestern Conf. on Town & City Problems.
- SWEET, MRS. MILO J., Salisbury, N. C. Mem. Garden Dept., Salisbury Fed. of Women's Clubs; Parent-Teachers Assn.; Y. W. C. A.
- *SWOFFORD, MRS. RALPH, Independence, Mo. Mem. Bd., Y. W. C. A.; Soc. for Crippled Children; Woman's City Club; Social Hygiene Soc.; & other civic organizations.
- SYMINGTON, MRS. DONALD, Garrison, Md. Chmn. Com. on Roadside Planting, Fed. Garden Clubs of Md.
- TABOR, GRACE, Huntington, L. I., N. Y. Landscape Architect. Editor, *Garden Dept., Woman's Home Companion*; Mem. Roadside Com., L. I. C. of C.
- *TAFEL, ARTHUR C., Louisville, Ky. Architect. Mem. Bd. of Appeals, City Zoning Commn.
- TAFT, CHARLES P., 2d, Cincinnati, O. Lawyer. Mem. Bd. City Charter Com.; Treas. Reg. Crime Com.; past Pres. Cincinnati Assn.
- †TAFT, ELIHU BARBER, Burlington, Vt. Mem. Sierra Club.
- ‡TAFT, LORADO, Chicago, Ill. Sculptor. Instructor, Art Inst., 1886-1901. Lecturer on Art, Extension Dept., U. of Chicago, 1892-1902. Prof. Lecturer 1909-. Non-Resident Prof. of Art, U. of Ill. Mem. Am. Acad. Arts & Letters; Nat. Sculpture Soc.; Bd. of Art Advisers of Ill., 1917; Nat. Commn. of Fine Arts, Washington, D. C., 1925-29; Hon. Mem. A. I. A. Creator of many notable works of art, such as the "Fountain of Time," Chicago; "Lincoln," Urbana, Ill. Author of several books on sculpture & art.
- TALCOTT, GEORGE S., Hartford, Conn.
- *TAYLOR, ALBERT D., Cleveland, O.
- †TAYLOR, ALEXANDER S., Cleveland, O. Realtor. Trustee Soc. for Savings in City of Cleveland; past Pres. R. E. Bd.; Nat. Assn. of R. E. Bds.; Mem. Ohio Assn. of R. E. Bds.; C. of C.
- *TAYLOR, HUNTER, Klamath Falls, Ore. Lumber Merchant.
- TAYLOR, JAMES P., Rutland, Vt. Exec. Sec. St. C. of C.; Mem. Nat. Conf. on City Planning.
- TAYLOR, JAMES S., Washington, D. C. Acting Chief Dir. of Bldg. & Housing, Bur. of Standards, U. S. Dept. of Commerce (Sec. Adv. Com. on City Planning & Zoning); Mem. Nat. Conf. on City Planning.
- TAYLOR, ROLAND L., Philadelphia, Pa.
- ‡TEALDI, AUBREY, F. A. S. L. A., Ann Arbor, Mich. Landscape Designer. Prof. Landscape Design, U. of Mich. Trustee Ohio-Mich. Chapt., A. S. L. A.; Mem. Nat. Conf. on City Planning; Internat. Fed. Housing & Town Planning.
- †TEMPLE, EDWARD B., Swarthmore, Pa. Railway Engineer. Chief Engr. Eastern Region, Pa. R. R. Co.; Mem. Tech. Adv. Com., Reg. Planning Fed., Phila. Tri-St. Dist.
- ‡TEMPLE, GRACE LINCOLN, Washington, D. C. Mem. Com. of 100 on Fed. City.
- *THAW, MRS. WILLIAM, JR., Pittsburgh, Pa. V.P. Publ. Charities Assn.; Pa. Birth Control League of Allegheny Co.; Am. Rose Soc.; Treas. Civic Club of Allegheny Co.; Housing Assn.; Mem. Bd. local Chapt., D. A. R.; Family Welfare Soc.; League of Women Voters; Mental Hygiene Soc. Erected & presented to Civic Club of Allegheny Co. first publ. bath-house in Pittsburgh. Initiated Traveling Art Exhibit in publ. schs. Participated in movements for playgrounds, Arbor Day celebrations, evening industrial schs.
- †THAYER, JOHN E., Lancaster, Mass.
- THOMAS, MRS. ARTHUR, Philadelphia, Pa. Past Sec. Council for the Preservn. of Natural Beauty.
- THOMAS, ARTHUR A., Providence, R. I. Attorney, Ordinance Com., City Council. Dir. Leg. Aid Soc.; 1st V.P. & Dir. Automobile Club of R. I.; Mem. Nat. Conf. on Street & Highway Safety (Chmn. Drafting Com., Model Mun. Code).
- THOMAS, MRS. CLARA I., St. Petersburg, Fla. Landscape Architect. St. Chmn. of Conservn., Fed. Garden Clubs of Fla.; Sec. Fla. Rose Soc.; Mem. Bus. & Professl. Women's Club; Garden Club.
- THOMAS, ERNEST K., Providence, R. I. Fellow, Royal Hort. Soc. (England). Supt. of Parks. Mem. Exec. Com., Am. Inst. of Park Execs.; R. I. Agril. Conf.; Sec. R. I. Hort. Soc.; R. I. Forestry Assn.; Dir. Civic Impr. & Park Assn.
- *THOMPSON, A. W., Philadelphia, Pa.
- THORN, MARY, Philadelphia, Pa. Mem. Fairmount Park Art Assn.
- THORNE, MRS. OAKLEIGH, Millbrook, N. Y. V.P. Garden Club of Am.
- THORNE, SAMUEL, New York City. Lawyer. Dir. Bank of Am. Nat. Assn.; Nat. Council on Religion in Higher Edn.; Trustee Yale in China; Am. U. in Cairo, Egypt; Mem. Boston Post Road Assn.; N. Y. Civ. Serv. Reform Assn.
- *THORPE, MERLE, Washington, D. C. Magazine Editor. Editor & Publisher, *Nation's Business*, U. S. C. of C. Trustee, George Washington U.; Dir. Centr. Dispensary & Emerg. Hosp.; Bethesda (Md.) C. of C.; Asst. Dir. President's Org. on Unempl. Relief; Mem. D. C. Com. on Employment; D. C. George Washington Bicentenn. Commn.; Greater Nat. Cap. Com.
- †THORPE, SAMUEL S., Minneapolis, Minn. V.P. Civic & Commerce Assn.; past Pres. Nat. Assn. of R. E. Bds.; Mem. Minneapolis R. E. Bd.
- THUM, WILLIAM S., Pasadena, Cal. Past Mayor of Pasadena.
- THUN, FERDINAND, Reading, Pa. Manufacturer. Pres. Borough Council of Wyomissing; Wyomissing Fdn., Inc.;

- Mem. Reading Community Council for Reg. Planning.
- †**THURMAN, ELEANOR MARSHALL**, Washington, D. C. Successively Asst. Sec., Sec., & Asso. Sec. A. C. A.; past Editor *Civic Commnt.*
- ***TIEFENTHALER, LEO**, Milwaukee, Wis. Sec. City Club; Mem. local Fed. City Com., A. C. A.
- TILLINGHAST, CARLTON W.**, Philadelphia, Pa. Field Sec., Reg. Planning Fed., Phila. Tri-St. Dist. Mem. Nat. Assn. of Commercial Org. Secs.; C. of C.
- TILTON, L. DEMING**, Santa Barbara, Cal. Lecturer on City Planning, U. of Cal. Dir. Planning, S. Barbara Co. Planning Commn.; Mem. A. S. L. A.; Am. City Planning Inst.; Nat. Housing Assn.; Community Arts Assn.; Nat. Mun. League. Co-author of reports & city plans for over 40 cities.
- ***TINGLE, CHARLES W.**, Wilmington, Del.
- TIPPETTS, MRS. KATHERINE B.**, St. Petersburg, Fla. Founder (past Pres.) St. Audubon Soc.; St. Petersburg Audubon Soc.; Chmn. Com. on Conservn. of Natural Resources, Gen. Fed. of Women's Clubs (past Chmn. Com. on Nature Study, Wild-Life Refuges); Trustee Nat. Parks Arsn.; V.P. Am. Forestry Assn.; Mem. (past Pres.) Fla. Fed. of Women's Clubs; (past Dir.) Fla. St. C. of C. (Chmn. of Edn.); Nat. Flower Com.; Campfire Girls of Am.; St. Reclamation Bd.; Ednl. Survey Commn. (apptd. by Gov.).
- TITCHE, EDWARD**, Dallas, Tex. Mem. Bd., United Charities; Bd., Kessler Plan Assn.; Bd., Publ. Libr.; Bd., Tex. St. Fair; Exec. Com., A. R. C.; C. of C.
- †**TOMPKINS, CHAS. H.**, Washington, D. C. Engineer. Dir. Riggs Nat. Bank; Exec. Bd., D. C. Council, Boy Scouts of Am.; Mem. A. S. C. E.; Am. Forestry Assn.; Columbia Hist. Soc.; Nat. Econ. League; U. S. C. of C.; Bd. of T.; Bd. of Mgrs., Y. M. C. A.; Bd. of Dirs., Children's Hosp.
- †**TORRANCE, MRS. FRANCIS J.**, Sewickley, Pa. Mem. Civic Club of Allegheny Co.; Bd., Woods Run Settlement, Pittsburgh; Supporter, Manchester Ednl. Center.
- TOWNSEND, SYLVESTER D.**, Wilmington, Del. Banker. Mem. Exec. Com. (representing Del. interests), Reg. Planning Fed., Phila. Tri-St. Dist.
- TRACY, JOHN M.**, Rochester, N. Y. Mem. Rochester Soc. of Archts.; Engring. Soc.; City Club; Nat. Conf. on City Planning; Nat. Fire Protection Assn.; Com. on Safety to Life, Am. Standards Assn.
- ***TRACY, PRATT**, Toledo, O.
- TRANTER, HENRY**, Pittsburgh, Pa. Dir. C. of C.; Pres. South Hills & North Boroughs Highway Assn.; past Pres. West End Bd. of T.; past V.P. Allied Bds. of T.; Mem. Nat. Conf. on St. Parks; Pa. Parks Assn.
- TREMAN, ROBERT HENRY**, Ithaca, N. Y. Banker. Pres. Ithaca Trust Co. Chmn. Finger Lakes St. Park Commn.; Stewart Park Commn.; Trustee, Cornell U.; Mem. N. Y. St. Council of Parks.
- ***TREMBLY, WILLIAM**, Kansas City, Kans.
- ***TRIMBLE, WILLIAM PITT**, Seattle, Wash.
- TROUT, MRS. GEORGE W.**, South Jacksonville, Fla. Chmn. City Planning Adv. Bd.; V.P. Woman's Club; past Pres. & Hon. Mem. Fed. Circle of Jacksonville Garden Clubs; Mem. Fine Arts Assn.; Little Theatre; D. A. R.; Hon. Mem. Gen. Fed. of Women's Clubs; Ill. Women's Clubs; Chicago Woman's Club. Helped initiate movement to create City Planning Adv. Bd. resulting in adoption of City Plan & Zoning Ordinance. Awarded Civic Gold Medal by American Legion as "Most public-spirited citizen in Jacksonville for 1928."
- TUBBY, MARY PECKHAM (MRS. JOSIAH T.)**, Westfield, N. J. Lecturer on Gardens & Gardening. Chmn. Com. for Billbd. Restriction & Protection of Roadside Beauty, Nat. Council St. Garden Club Fed.; Mem. St. Com. for Promotion of Roadside Beauty; St. Com. for Control of Billbds.; past Chmn. of Civics, St. Fed. of Women's Clubs.
- †**TUCKER, EVAN H.**, Washington, D. C. Retd. Merchant. Pres. (for 38 yrs.) Northeast Washington Citizens' Assn.; Citizen's Relief Arsn.; Mem. Bd. of Dirs. (past Pres.), Casualty Hosp.; Mem. Citizens' Jt. Com. on Fiscal Relations between U. S. & D. C.; Council of Social Agencies; Social Hygiene Soc. of D. C.; Citizens' Jt. Com. on Nat. Representation for D. C.; Com. on marking hist. sites in D. C.; Monday Evening Club.
- TUCKER, MRS. HENRY H.**, Little Rock, Ark. Pres. St. Fed. of Garden Clubs; V.P. Little Rock Garden Club; Mem. St. "Better Homes" Com.
- TUDOR, MRS. HENRY D.**, Boston & Cambridge, Mass. Pres. Women's Mun. League of Boston; V.P. Mass. Civic League; Mem. Exec. Com., Mass. Chapt., Nat. Civic Fed.
- ***TUESDALL, HENRY C.**, Toledo, O.
- TURNBULL, ETHEL**, Princeton, N. J. Mem. Present Day Club.
- TURNER, ALBERT M.**, Hartford, Conn. Field Sec. Conn. St. Park & Forest Commn. Mem. Nat. Conf. on St. Parks; Am. Inst. Park Execs.
- TWITCHELL, PIERREPONT E.**, New York City & Setauket, N. Y. Lawyer. Chmn., N. Y. St. Com. for Billbd. Legislation; Legis. Com. & Billbd. Com., Roadside Com., L. I. C. of C.; Planning Council, Town of Brookhaven, Suffolk Co., N. Y.; Suffolk Citizens' Com. on Mosquito Elimination; Pres., Civic Fed. of Northern & Middle Suffolk; Old Field Impr. Assn.; Sec. Princeton Alumni Assn. of L. I. & Princeton Class of 1916. Actively engaged in promoting billboard legislation in New York State & billboard restriction ordinances in its townships.

- *UPHAM, A. H., Oxford, O. University President. Pres. Miami U.; past Pres. U. of Idaho; past Mem. faculty, Agrl. Coll. of Utah; Bryn Mawr Coll.; Sec.-Treas. Nat. Assn. State Universities.
- UTTER, GEORGE BENJAMIN, Westerly, R. I. Publisher & Editor. Dir. C. of C.; Am. Legislators' Assn.; Trustee Publ. Libr.; R. I. Boy Scout Fd.; Westerly Hosp.; Pres. R. I. Children's Fd.; past Mem. Town Council (Chmn. Com. on Zoning & City Plan Ordinance).
- VAN BUSKIRK, DE WITT, Bayonne, N. J.
- VAN DE CARR, MRS. BERTHA, Redlands, Cal. Gen. Sec. Asso. Charities; Dir. Griener's Shrine Home for Children; Mem. Community Music Assn.; Humane Soc.; Contemp. Club; Hort. Soc.; C. of C.
- VAN HOESEN, MRS. STEPHEN G., Fanwood, N. J.
- *VAN PATTEN, A. E., Topeka, Kans.
- VAN SCHAICK, JOHN, JR., Boston, Mass. Minister, Editor *Christian Leader*. Representative for Netherlands, Rockefeller Fdn. War Relief Commn.; past Pres. D. C. Bd. of Edn.; Mem. Exec. Com., Assn. of Charities; past Mem. D. C. Bd. of Publ. Charities. Donor of park for Cobleskill & a founder of Cobleskill Free Libr.
- VAN SICLEN, G. S., Brooklyn, N. Y.
- *VAN STONE, MRS. G. H., Santa Fe, N. M. Mem. Am. Sch. of Res.; Mus. of N. M.
- VAN VOORHIS, MRS. H. N., Pittsburgh, Pa.
- VAUGHAN, MRS. HENRY G., Sherborn, Mass.
- VAUGHAN, LEONARD H., Chicago, Ill. Merchant.
- VEEDER, CURTIS H., Hartford, Conn. Inventor, Retd. Manufacturer. Park Commr., City of Hartford. Mem. A. S. M. E.; A. A. S.; Am. Geog. Soc.; U. S. C. of C.; Franklin Inst.; Archaeol. Inst. of Am.; Am. Forestry Assn.; Children's Mus.; Sp. Com. for Bldg. Mun. Hosp.
- VERRILL, H. M., Portland, Me. Lawyer. Chmn. Bd. of Dirs., Cumberland Co. Power & Light Co.; Salvation Army; Campaign Com., Community Chest; Trustee Me. Gen. Hosp.; Mem. Me., N. Y., Cumberland Co. & Am. Bar Assns.
- *VICKREY, O. A., Los Angeles, Cal.
- VINCENT, FRED C., Kansas City, Mo.
- §VITALE, FERRUCCIO, F. A. S. L. A., New York City. Landscape Architect. Mem. Mun. Art Soc.; Bd. of Designers, Chicago World's Fair, 1933; Hon. Mem. A. I. A.; Archtl. League; Mem. Mayor's Com. on Plan Survey, City of New York; Apptd. Mem. Nat. Commn. of Fine Arts, 1927-31; Trustee Am. Acad., Rome; Fdn. for Architecture & Landscape Architecture, Lake Forest, Ill.
- VOGEL, FRED, JR., Milwaukee, Wis.
- VOGEL, MRS. WILLIAM E., Toledo, O.
- ♀VOORHEES, STEPHEN FRANCIS, New York City. Sec. Archtl. League of N. Y.
- WADHAMS, SANFORD H., Torrington, Conn. Dir. St. Water Commn., which controls pollution of waterways of state.
- WADSWORTH, C. S., Middletown, Conn. Mem. City Planning Commn.
- WAGNER, H. S., Akron, O. Dir.-Sec. Met. Park Dist. Mem. Nat. Conf. on City Planning; Nat. Conf. on St. Parks; Nat. Parks Assn.; Nat. Recr. Assn.; Am. Inst. Park Execs.
- WAGNER, HUGH K., St. Louis, Mo. Attorney at Law. Pres. Greater St. Louis Conf.; past Pres. Million Population Club; past Mem. Bd. of Freeholders for extension of boundaries of St. Louis City; Mem. C. of C.
- §WALKER, FRANCIS R., F. A. I. A., Cleveland, O. Architect. Trustee Mus. Nat. Hist.; Sch. of Architecture, Western Reserve U. (also Mem. Faculty); Life Mem. Mus. of Art; Mem. Adv. Bd., Sch. of Art; Cleveland Chapt., A. I. A. (past Pres.); Soc. of Artists; City Planning Com., C. of C.
- WALKER, WILLIAM E., Chicago, Ill.
- WALKER, WILLIAM H., South Bend, Ind. Superintendent of Parks. Sec. Am. Park Soc.; Am. Inst. Park Execs.
- §WALLACE, TOM, Louisville, Ky. Editor *Louisville Times*. Hon. V.P. Am. Forestry Assn.; past Pres. Exec. Com., Southern Forestry Congress; one of founders Ohio Valley Reg. Conf. on St. Parks; Mem. Exec. Com., Mammoth Cave Nat. Park Assn.; Nat. Conf. on St. Parks; Nat. Life Conserv. Soc.; Izaak Walton League; Am. Game Assn. Conducted campaign through press & platform to save Cumberland Falls. Organized drive to place new State Capitol on better site. Aided restoration of State Forestry in Kentucky.
- WALLIS, FRANK J., Harrisburg, Pa. Coal Merchant. Dir. C. of C.; Y. M. C. A.; Polyclinic Hosp.; Pres. Social Serv. Exchange; Treas. Safety Council; Mem. Exec. Com., Welfare Fed.
- §WALLIS, ROLLAND S., Philadelphia, Pa. Engineer. Reg. Planning Fed., Phila. Tri-St. Dist.; past Mun. Engr., Engineering. Extension Dept., Ia. St. Coll.; past City Mgr. Manistique, Mich.; Editor, *Public Management*; Mun. Consultant Kans. League of Municipalities; Mem. Pa. Parks Assn.; Chester Co. Forest, Park & Planning Assn.
- WALTON, JAMES A., Annapolis, Md.
- WARBURG, FELIX M., New York City. Banker. Dir. Internat. Acceptance Bank. Chmn. Bd., Fed. for Support of Jewish Philanthropic Soc.; Bd., Am. Arbitration Assn.; Pres. Henry St. Settlement; N. Y. Fdn.; V.P. Charity Org. Soc.; Mus. of Sci. & Industry, N. Y. C.
- §WARBURTON, MRS. BARCLAY, Jenkintown, Pa.

- WARD, ANITA S., Boston, Mass. Mem. Am. Forestry Assn.; Mass. Forestry Assn.; Women's Auxiliary, Mass. Civ. Serv. Reform League; Mass. Civic League.
- WARD, CHARLES W., Brookline, Mass.
- WARD, FLORENCE ELIZABETH, Alexandria, Va. In charge of Extension Work, Eastern States, U. S. Dept. Agr. Assn. Editor, *Journal of Home Economics*, Am. Home Econ. Assn.; Chmn. Bur. of Rural Life, Zonta Club; Mem. C. of C.; Women's City Club; A. A. U. W.; Arts Club; League of Am. Penwomen; Nat. Congress of Parents & Teachers; past Mem. Zoning Commn., Arlington Co., Va.
- WARD, HENRY B., Urbana, Ill. Zoologist. Prof. Zoology, U. of Ill. Past Pres. Izaak Walton League of Am. (Chmn. Nat. Com. on Conservn.). Associated in Biol. Survey of Great Lakes. Trustee Nat. Parks Assn.; Mem. St. Bd. of Mus. Advisers; Asso. Editor, *Outdoor America*.
- *WARD, OSSIAN P., Louisville, Ky. Dir. Publ. Forum. Mem. Art Assn.
- §WARDEN, CHARLES G., Washington, D. C. Mem. Georgetown Citizens' Assn. (Chmn. Com. on Parks); Bd. of T. (Com. on Parks).
- WARDEN, W. G., Philadelphia, Pa.
- WARREN, FRANK M., Minneapolis, Minn. Nat. Dir. Izaak Walton League (Dir. Minnesota Div. & Minneapolis Chapt.); Mem. Nat. Parks Assn.; Am. Forestry Assn.; Nat. Audubon Soc.; Am. Mus. Nat. Hist.; Minneapolis Engrs. Club; Cook Co. (Minn.) Hist. Soc.; Nat. Hist. Soc. (Minneapolis); Civic & Community Assn.
- WARREN, GEORGE C., Brookline, Mass. Mem. Am. Rd. Bldg. Assn.; A. S. C. E.; A. S. M. E. (Gen. Chmn. Com. on Highway Sidewalks); Mass. Highway Assn.; Nat. Planning Assn.
- §WARREN, WILLIAM T., Birmingham, Ala. Architect. Asso. Mem. R. E. Bd.; Mem. Bd. of Dirs., Little Theater; Com. for Annual Community Chest Drive; C. of C.; past Pres. Ala. Chapt., A. I. A.
- WASSON, MARY M., Altamont, Albany Co., N. Y. Mem. Bd. of Dirs., City Club of Albany, N. Y.; Mem. Fort Orange Garden Club, Albany, N. Y.
- WATCHORN, ROBERT J., Oklahoma City, Okla.
- *WATERHOUSE, MRS. L., San Jose, Cal.
- WATRES, MRS. L. A., Scranton, Pa. Mem. Nat. Soc. of N. E. Women; Century Club; Audubon Soc.; C. of C.; Life Mem. Scranton Bird Club; Hist. Soc. of Lackawanna Co., Wyoming, & Pa.; Daughters of 1812; Colonial Dames of Am. & many others.
- WATROUS, GEORGE D., New Haven, Conn. Attorney at Law. Past Prof. of Law, Yale Sch. of Law; past Pres. St. Bar Assn.; Mem. C. of C.; Conn. Civic Assn.; League of Nations Assn. (Conn. Branch); Am. Bar Assn.; Am. Hist. Assn.; Am. Forestry Assn.; Am. Social Sci. Assn.; Am. Acad. Polit. & Social Sci.; Bd. Trustees, Sheffield Sci. Sch., Yale U.
- †WATROUS, RICHARD B., Providence, R. I. Gen. Sec. C. of C. Sec. Civic Impr. & Park Assn.; Mng. Editor *Providence Magazine*; past Sec. A. C. A. (1909-17); Mem. Adv. Com., City Plan Com.; Nat. Mun. League; Nat. Conf. on City Planning. Lecturer & contributor of articles on city & regional planning.
- WATROUS, MRS. RICHARD B., Providence, R. I. Dir. Y. W. C. A.; Mem. Civic Impr. & Park Assn.; Handicraft Club.
- WAUGH, FRANK A., Amherst, Mass. University Professor. Mem. Faculty Mass. Agr. Coll.; Am. Country Life Assn.; past Mem. Exec. Bd., A. I. A.
- WEAVER, JOHN L., Washington, D. C. Realtor. Past Pres. Nat. Assn. R. E. Bds.; Mem. Bd. of T.; C. of C.; Rotary Club; City Club.
- *WEAVER, RUDOLPH, Gainesville, Fla. Architect. Pres. St. Bd. of Archts.; Mem. City Plan Bd.
- WEBB, S. GEORGE, Newport, R. I. Public Relations Manager. Mem. C. of C. 1st V.P. Serv. Soc.; initiated movement for the building of Union Station for Newark, N. J. Rendered important service in organizing planning & zoning boards in Newport Co.
- §WEBSTER, BEN T., Washington, D. C. 1st V.P. Bd. of T.; Trustee Better Bus. Bur.
- *WEGEFORTH, H. M., San Diego, Cal. Pres. (& Organizer) Zoöl. Soc.; Mem. C. of C.
- ♀WEHLE, MRS. E. H., Louisville, Ky. Sec. Woman's City Club.
- †WEINMANN, MRS. JOHN F., Little Rock, Ark. Mem. Bd. of Park Commrs.
- WEISBERG, ALEX F., Dallas, Tex. Lawyer. Chmn. City Plan Commn.; Citizens' Com. on Supervision of Expenditures.
- WELLER, W. EARL, Rochester, N. Y. Dir. Bur. of Mun. Res.
- WELLING, RICHARD W. G., New York City. Lawyer. Founder & Trustee N. Y. C. Club; Founder & Mem. Nat. Mun. League; Founder N. Y. C. Park Assn.; Chmn. Nat. Self-Govt. Com.; V.P. Mun. Art Soc.; Dir. Civ. Serv. Reform Assn.; Sec. Philharmonic Symphony Soc.; Am. Soc. for Prevention of Cruelty to Animals; Mem. United Parents' Assn.; Mus. Nat. Hist.; Nat. Sculpture Soc. (Lay Mem. Exec. Com.); Com. of 1000; Citizen's Union; City Affairs Com.
- *WELLS, A. COULTER, Washington, D. C.
- †§WELLS, CHESTER, Chevy Chase, Md. U. S. N., Retd.
- WELLS, MRS. L. A., Amarillo, Tex. Mem. Garden Club; Tex. Women's Com., World's Fair; St. Fed. of Garden Clubs; Am. Art Assn.; Legisl. Com., Palo Duro Park Assn.; Am. Forestry Assn.; Bd. of Dirs., Tex. Fed. of Women's Clubs; Art Assn.; St. Parks Assn.
- WENTWORTH, PHILIP, Providence, R. I.

- WESTON, MRS. CHARLES S., Scranton, Pa. Mem. C. of C.; Tree Commn.
- *WETHERILL, FRANK E., Des Moines, Ia.
- †WETHERILL, SAMUEL P., JR., Philadelphia, Pa. Pres. Reg. Planning Fed., Phila. Tri-St. Dist.; Art Alliance; Penn. Club; Dir. Community Health & Civic Assn., Ardmore, Pa.; V.P. Phila. City Parks Assn.; V-Chmn. Commn. on City Planning; Mem. Bd. of Dirs., C. of C.; Hancock Co. (Me.) Trustees of Publ. Reservations; Bd. of Govs., Phila. Forum; Am. Acad. Polit. & Social Sci.; Am. Assn. for Labor Legis.; Trustee Fairmount Park Art Assn.; Phila. Coll. of Pharmacy & Sci.; Mem. President's Conf. on Home Bldg. & Home Ownership; Phila. World Court Com.
- WHARTON, RICHARD W. H., Harrisburg, Pa. Mem. Bd., Y. W. C. A.; Bd., Mont Alto Soc.; Mem. Nat. Hist. Soc.; Hist. Soc. of Harrisburg & Dauphin Co.; Mem. Welfare Fed.; Am. Forestry Assn.; Civic Club; Garden Club; Sunshine Soc.; & numerous others.
- *WHEAT, L. P., JR., Washington, D. C. Architect.
- WHEELER, DAN H., Chevy Chase, Md. Chief City Planning & Zoning Sec., Div. of Bldg. & Housing, Bur. of Standards, Dept. of Commerce; Sec. Dept. of Commerce Adv. Com. on City Planning & Zoning; Nat. Conf. on City Planning.
- WHEELER, MARY Y., Washington, D. C.
- WHEELER, MRS. W. MORTON, Boston, Mass. Pres. Repub. City Com. (Women's Div.); Mem. Bd. of Dirs., Repub. Club of Mass.; Mem. (past Dir.) Boston City Fed. Women's Clubs; Mass. & Boston League of Women Voters; Boston Mun. League.
- *WHEELLOCK, HARRY B., F. A. I. A., Chicago, Ill. Architect. Past Pres. Chicago Chapt., A. I. A.; Ill. Soc. of Archts.; Archts. Bus. Assn.
- WHEELWRIGHT, ROBERT, Philadelphia, Pa. Landscape Architect. Prof. Landscape Architecture, U. of Pa. A founder & past editor *Landscape Architecture*. Mem. A. S. L. A.
- *WHITCOMB, DAVID, Seattle, Wash. Builder. Pres. Arcade Bldg. & Realty Co.; The Lakeside Sch. (for Boys); Trustee (past Pres.) C. of C.; Rainier Nat. Park Co.
- WHITE, AUBREY LEE, Spokane, Wash. Hon. Life Mem. C. of C.; Rotary Club; Chmn. Yard & Garden Contest Com.; Sec.-Mgr. River Parkways Assn.; Editor, Garden Dept., *Spokesman Review* (Mem. Civic Development Dept.); Veteran Scout, Boy Scouts Org.; Nat. Dir. Izaak Walton League of Am. (Hon. V.P. Los Angeles Chapt.).
- WHITE, MRS. EVA WHITING, Boston, Mass. Pres. Women's Ednl. & Industrial Union; Head Resident Elizabeth Peabody House; Mem. Boston Community Serv.; Nat. Civic Fed.; Women's Mun. League; Women's City Club; Boston City Fed. of Women's Clubs; Bd. of Publ. Welfare, City of Boston; Div. of Immigration & Americanization, Mass. Bd. of Edn.
- †WHITE, GEORGE W., Washington, D. C. Banker. Pres. Nat. Met. Bank. Treas. A. C. A.; Am. Peace Soc.; Mem. Peace Soc.; Bd., Emerg. Hosp.
- WHITE, W. PIERREPONT, Utica, N. Y. Sec. Oneida Co. League for Good Roads; Mem. Mohawk Valley Towns Assn.; Valley Hist. Assn.; Oneida Hist. Soc. Aided movement for Nat. Mil. Park commemorating Oriskany Battlefield & the restoration of 92 battlefields in state.
- WHITEHURST, MRS. JOHN L., Baltimore, Md. Pres. Md. Fed. of Women's Clubs; Mem. Bd., Md. Presbyterian Home for the Aged; Bd., U. of Md. Hosp.; Mem. Woman's Civic League; Woman's City Club; Woman's Club of Roland Park.
- WHITING, FREDERIC ALLEN, Washington, D. C. Art Director. Pres. Am. Fed. of Arts; past Dir. Cleveland Mus. of Arts; Mem. Am. Forestry Assn.; Ogunquit (Me.) Village Impr. Soc.
- §WHITNALL, C. B., Milwaukee, Wis. Mem. Milwaukee Co. Park Commn. & Rural Planning Bd.; Sec. City Publ. Land Commn., promoting cooperation between city & county.
- *WHITNALL, GORDON, Los Angeles, Cal. Counselor on City Planning. Lecturer on City Planning, U. of Southern Cal. Dir. Am. City Planning Inst.; Pres. & Founder City Planning Assn.; past Dir. of City Planning for Los Angeles (1920-30); Sec. (past Pres.) League of Cal. Municipalities; Mem. Governmental Serv., Ltd.; Adv. Com., Griffith Estate (Publ. Bequests); Civic Development Com., C. of C.
- *WHITNEY, MRS. CASPER, New York City.
- *WHITNEY, CLARENCE W., Berkeley, Cal. Engineer. Chmn. Berkeley Chapt., A. R. C.; Commr. Berkeley-Contra Costa Area Council, Boy Scouts of Am.; past Pres. Cragmont Impr. Assn.; Mem. Recr. Commn. (Mem. Camping & Park Coms.); Exec. Com., Community Chest.
- WHITTEN, ROBERT, New York City. Planning Consultant. Consultant Boston City Planning Bd.; past Consultant, City Planning Commn., Cleveland, O., & on planning Studies for Regional Plan of N. Y. & Its Environs; past Pres. Am. City Planning Inst.; Mem. Am. Econ. Assn.; Nat. Mun. League; Nat. Conf. on City Planning; British Town Planning Inst. Responsible for numerous surveys & plan reports. Author "Economics of Land Subdivision"; Jt. Author "Neighborhoods of Small Homes."
- WHITTEN, MRS. ROBERT, Brooklyn, N. Y. Mem. Civic Dept., Women's Club; Town Hall Club.
- ♀WHITTEN, WALTER S., Lincoln, Nebr. Sec. C. of C. Mem. Garden Club; Y. M. C. A.

- WICKE, LOUISE, New York City. Mem. Am. Roads Soc.; Internat. Garden Club, Pelham, N. Y.
- WIDENER, JOSEPH E., Philadelphia, Pa. Capitalist.
- WILBER, CHARLES PARKER, Trenton, N. J. State Forester, N. J. Dept. Conservn. & Development (in charge State Forests & Parks). Dir. Rotary Club; Mem. Assn. of St. Foresters; Adv. Res. Council, Allegheny Forest Exptl. Station (U. S. Forest Serv.).
- WILBER, RENA E., Seattle, Wash. Hon. Pres. (Organizer & past Pres.) North End Flower Club; Organizer Central Flower Com. (representing 15 garden clubs); Mem. Bd., St. Council for Protection of Roadside Beauty (Chmn. Planting Com.); Mem. Woman's City Club (Organizer Garden Class).
- WILCOX, EDWIN A., San Jose, Cal.
- ♀ WILCOX, MRS. EDWIN A., San Jose, Cal. Sec. Outdoor Art League.
- † WILCOX, WALTER D., Washington, D. C. F. R. G. S. Author.
- * WILD, MRS. H. D., New Brunswick, N. J.
- WILDER, MRS. GEORGE W., East Rindge, N. H. Chmn. Sch. Bd.; Unempl. Relief Com.; Trustee Ingalls Memor. Libr.
- WILDER, HELEN A., Germantown, Pa.
- * WILEY, LOUIS, New York City. Business Manager, *The New York Times*. V.P. 42d St. Property Owners & Mchts. Assn.; Broadway Assn.; Lafayette Memor.; Mem. Bd. of Dirs., Fed. Gen. Relief Com.; Mun. Art Soc.; Bd. of Govs., Soc. of the Genesee; Steuben Co. Soc. of N. Y.
- * WILGUS, HORACE, Ann Arbor, Mich. University Professor. Prof. of Law, U. of Mich.; Mem. Internat. Law Assn.; Am. Assn. Polit. Sci.; Commercial Law League of Am.
- * WILGUS, MRS. HORACE, Ann Arbor, Mich.
- * WILKINSON, H. B., Phoenix, Ariz.
- WILLARD, DANIEL, Baltimore, Md. Pres. B. & O. R. R. Co.; Pres. Bd. of Trustees, Johns Hopkins U.; Trustee Johns Hopkins Hosp.
- * WILLARD, ERNEST C., Portland, Ore. Consulting Engineer. Mem. (past Pres.) City Club (Chmn. City Planning Sect.); Mem. C. of C.; A. S. C. E.; Profess. Engrs. of Ore.
- WILLETS, ELMORE A., Belmont, N. Y. Mem. Nat. Inst. of Social Sci.
- WILLIAMS, MRS. CARROLL R., Philadelphia, Pa. Mem. Bd., Rt. Alliance (Chmn. Crafts Com.); Mem. Phila. Water Color Club; Fairmount Park Art Assn.; Pa. Acad. of Fine Arts; Soc. of Little Gardens; Am. Fed. of Arts; Pa. Art Mus.; Playground Assn., & many other organizations connected with improvement of parks & gardens.
- WILLIAMS, ELIZABETH D., Haverford, Pa. Mem. Community Health & Civic Assn. (Main Line Region); "The Gardeners"; Garden Club of Am.; Jt. Conservn. Com. of the Four Garden Clubs around Phila.; Wild Flower Preservn. Soc.; Valley Forge Hist. Soc.; Pa. Hort. Soc.
- WILLIAMS, F. A., Denver, Colo. Attorney. Mem. City Planning Commn.; past City Solicitor.
- WILLIAMS, FRANK BACKUS, New York City. City Planning Lawyer. Mem. Bd. of Dirs., Nat. Conf. on City Planning; Bd. of Trustees, City Club; past Asso. Dir. Leg. Dept., Reg. Plan of N. Y. & Its Environs; Treas. Planning Fdn. of Am.; Mem. Am. City Planning Inst. Editor "Zoning Notes," *American City Magazine*, "Legal Notes," *City Planning*; Author "The Law of City Planning & Zoning," & (with Hubbard & McClintock) "Airports" (Harvard City Planning Studies, Vol. 1); also of numerous articles on city planning.
- * WILLIAMS, G. CRIFF, Columbia, S. C.
- * WILLIAMS, LLOYD, Toledo, O. Lawyer. Chmn. City Plan Commn.; Mem. Lucas Co. Plan Commn.
- * WILLIAMSON, THOMAS, Topeka, Kans.
- * WILSON, CHARLES C., Columbia, S. C. Architect.
- * WILSON, E. P., Kansas City, Kans.
- * WILSON, MRS. FRANCIS C., Santa Fe, N. M. Sec. (past Pres.) St. Bd. of Publ. Welfare; Mem. Exec. Bd., Santa Fe Co. Welfare Assn.; Mem. Woman's Club; N. M. Assn. on Indian Affairs.
- WILSON, LLOYD B., Washington, D. C. Pres. Chesapeake & Potomac Telephone Co. Mem. Bd. of T.
- WILSON, RAY W., Kansas City, Mo. Sec. Civic Dept., C. of C.; Govt. Res. Assn.; Mem. Nat. Assn. of Civic Secs.; Nat. Mun. League; Mo. Commercial Secs. Assn.; Internat. City Managers' Assn.
- * WILSON, WILLARD, Wilmington, Del.
- ♀ WINANS, CHARLES A., Paterson, N. J. Sec. Passaic Co. Park Commn.
- § WING, CHARLES B., Palo Alto, Cal. Civil Engineer. Prof. Emeritus Structural Engrng., Stanford U. Mem. Council "Save-the-Redwoods" League; Sem-pervirens Club; Commonwealth Club of San Francisco; Nat. Econ. League; City Council; Exec. Officer Cal. St. Park Commn.
- WINSON, FREDERICK, Concord, Mass. Educator. Headmaster, Middlesex School. Organizer Country Sch. for Boys, Baltimore; Mem. Nat. Econ. League; Am. Forestry Assn. & others.
- § WINSTON, G. OWEN, New York City.
- § WIRTH, THEODORE, Minneapolis, Minn. General Superintendent of Parks & Administrator of City Park System. Officer Bd. of Park Commrs.; Mem. Civic & Commerce Assn.; Twin City Florists Club; Nat. Conf. on St. Parks; Engrs. Club; Am. Forestry Assn.; St. Hist. Soc.; Am. Inst. of Park Execs. & Am. Park Soc.; Soc. of Am. Florists & Ornamental Horticulturists.
- * WISCHMEYER, HERMANN, Louisville, Ky. Architect. Mem. Engrs. & Archts. Club; Chmn. local Fed. City Com., A. C. A.
- * WISEMAN, D. E., Pasadena, Cal.

†WISTER, JOHN C., Germantown, Pa. Pres. Am. Iris Soc.; Dir. Arthur Hoyt Scott Hort. Fdn., Swarthmore Coll.; Pa. Hort. Soc.

†WITTER, ISAAC P., Wisconsin Rapids, Wis.

*WOLF, MRS. C. A., Topeka, Kans. Pres. Y. W. C. A.; Community Concert Assn.; Sorosis Club; V.P. Victory Highway Assn.; Mem. Art Guild; (past Pres.) Woman's Club (Chmn. Music Dept.); City Charity Commn.

§WOOD, CHARLES, Washington, D. C. Minister, Author.

§WOOD, EDWARD A., Dallas, Tex. Consulting Engineer, City Planner, Brownsville & Amarillo, Tex. Mem. A. S. C. E.; Am. City Planning Inst.; Nat. Conf. on City Planning; Nat. Recr. Assn.

WOOD, MRS. FREDERICK W., Baltimore, Md. Treas. Women's Civic League; Mem. League of Women Voters.

WOOD, MRS. GEORGE ELLERY, Bethesda, Md. Mem. Nat. Assn. of Constitutional Govt.; Nat. Council for Protection of Roadside Beauty.

WOOD, HOWARD, JR., Conshohocken, Pa.

WOOD, SPENCER S., Washington, D. C. U. S. N. Retd. V.P. Georgetown Citizens' Assn. (Chmn. Publ. Utilities Com.); Archts. Com.; Mem. Bd. of T., Jamestown, R. I.

*WOOD, WADDY B., F. A. I. A., Washington, D. C. Architect. Pres. Albemarle Investment Assn.; Mem. (past Pres.) Wash. Chapt., A. I. A.; Bd. of T.; C. of C.

§WOODBURY, MRS. JOHN L., Louisville, Ky. Chmn. Jefferson Davis Nat. Highway, sponsored by United Daughters of the Confederacy; Mem. Bd. (past Pres.), Soc. for Mental Hygiene; U. S. Good Roads Assn.

§WOODHOUSE, HENRY, New York City. Author. Founder & Publisher of aeronautical magazines; Founder Am. Soc. Aeronautic Engrs., combined with Soc. Automotive Engrs.; V.P. Aerial League of Am.; Gov. & Trustee Nat. Inst. Efficiency; Mem. Soc. Automotive Engrs.; Franklin Inst.; A. A. A. S.

††WOODRUFF, CLINTON ROGERS, Philadelphia, Pa. Lawyer. Dir. of Publ. Welfare; Chmn. Jt. Com. on Electoral Reform in Pa.; Chmn. Bldg. Com., Free Libr.; Com. for Active Citizenship; Hon. Sec. Nat. Mun. League (Sec., 1894-1920); past Chmn. Registration Commn.; Civ. Serv. Commn.; Sp. Asst. City Solicitor; past V.P., Sec., & Treas. A. C. A. (Pres. Am. Park & Outdoor Art Assn. which, consolidated with Am. League for Civic Impr., became the Am. Civic Assn.).

WOODWARD, GEORGE, Philadelphia, Pa. Physician; State Senator. Pres. Children's Aid Soc.; Trustee Chestnut Hill Acad.; past Mem. Bd. of Health; Pa. Relief Commn.

WOODWARD, MRS. GEORGE, Chestnut Hill, Pa. Chmn. Chestnut Hill Com-

munity Center; Adv. V.P. Civic Club of Phila.

*WORTH, HOWARD F., San Diego, Cal.

WORTHINGTON, MRS. CHARLES CAMPBELL, Washington, D. C. Pres. Wakefield Nat. Memor. Assn.; Mem. Nat. Parks Assn.; Worcester Hist. Soc., Worcester, Mass.; N. Y. Chapt., Soc. Mayflower Descendants; D. A. R.; Woman's Nat. Repub. Club, N. Y. C.

†WOZENCRAFT, FRANK W., Dallas, Tex. Past Mayor of Dallas.

§WRIGHT, HENRY C., New York City.. Consultant on Institutions. Pres. Queensboro T. B. & Health Assn.; past Investigator, Russell Sage Fdn.; Trustee United Hosp. Fd.; City Club; Mem. Nat. Mun. League; Fed. Council Assos.; Reg. Plan of N. Y.; Coordinating Com. on Unempl.

WRIGHT, JOHN D., Santa Barbara, Cal., & New York City. Pres. Cal. County Planning Commrs. Assn.; past Pres. Community Arts Assn., Santa Barbara; Chmn. Santa Barbara Co. Planning Commn.; Billbd. & Roadside Com., Santa Barbara Garden Club; Sec. & Treas. Montecito Roadside Com.; Mem. Sch. of Citizenship & Publ. Admn., U. of Southern Cal.

§WRIGHT, RICHARDSON L., New York City. Author. Editor *House & Garden*. Past special correspondent *New York World*; *Chicago Daily News*; & *London Daily Express* in Siberia & Manchuria. Past literary critic *New York Times*.

WRZESIEN, WACLAW, Warsaw, Poland. Civil Engineer. Chief City Planning Div., Technorol Co., Warsaw. Engr. in Charge, Warsaw Airport. Past Asst. Engr. Roland Park Co., Baltimore, Md.; Mem. Soc. of Polish Urbanists.

WYLIE, MRS. WALTER L., St. Petersburg, Fla. V.P. (Founder & past Pres.) Garden Club; St. Chmn. of Conservn., Fla. Fed. of Women's Clubs; Chmn. of Conservn., Woman's Club; Mem. St. Com., Anti-Steel Trap League.

WYMAN, PHELPS, F. A. S. L. A., Milwaukee, Wis. Landscape Architect. Fellow Inst. of Park Execs. Mem. City Planning Com., City Club; local Com., Better Homes in Am.; City Planning Inst. Editor Dept. L. A. Design & Art, *Parks & Recreation*.

*YARD, ROBERT STERLING, Washington, D. C. Exec. Sec. Nat. Parks Assn. Author of books & articles on Federal land subjects, specializing in National Parks.

†YARDLEY, MRS. FARNHAM, West Orange, N. J. Chmn. Billbd. Com., Orange Garden Club; Mem. Woman's Dept., Nat. Civic Fed.

YEATMAN, MRS. POPE, Philadelphia, Pa. Pres. Sch. of Occupational Therapy; V.P. Pa. Birth Control League; Mem. Civic Club; Women's City Club; Art Alliance,

*YOUNG, C. L., Bismarek, N. D. City Attorney. Chmn. local Fed. City Com., A. C. A.; past Chmn. Zoning Com.; Mem. (past Pres.) Assn. of Commerce.

*YOUNG, ROBERT H., Washington, D. C. Patent Attorney. Sp. Asst. to U. S. Atty.-Gen. Mem. Bd. of T.; Mt. Pleasant Citizens' Assn.

ZANTZINGER, C. C., Philadelphia, Pa. Mem. Tech. Adv. Com., Reg. Planning Fed. of Phila. Tri-St. Dist.; Bd. of Mgrs., City Park Assn.; Founders' Com.; Bd. of Archtl. Consultants to Sec. of the Treas.; Phila. Commn.; Fairmount Park Art Assn.; Awbury Arboretum.

ZANTZINGER, MRS. C. C., Philadelphia, Pa. V.P. Eastern Div., Fed. Garden Clubs of Pa.; Chmn. George Washing-

ton Bicentenn. Tree Planting Com., Council for Preservn. of Natural Beauty in Pa.; Vis. Nat. Gardens Com., Nat. Council of St. Garden Club Feds.; Mem. Bd., Ambler Sch. of Hort.; Mem. Weeders' Garden Club (Chmn. Billbd. Com.); Pa. Hort. Soc.; Strawberry Mansion.

†ZOBEL, FREDERICK C., New York City. Architect. Past Sec. Soc. of Archts.; Conf. to Promote Commerce of Port of N. Y.; Mem. Bd. of Dir., Bldg. Industries; Mem. Nat. Conf. on City Planning; Met. Mus. Art; Park Assn.; Com. on Bldg. Conditions.

ZUG, GEORGE B., Hanover, N. H. Professor of Modern Art, Dartmouth Coll. Mem. Boston Soc. of L. A.; Nat. Conf. on City Planning; Planning Div., A. S. C. E.

Subscribing Organizations

California

CITY PLANNING DEPT., LOS ANGELES

Pres. Perry Thomas.

Sec. A. B. Freeman.

Mgr. Thomas Coombs.

Year's Achievements: Zoned 56 miles of the city, re-zoned approximately 20 square miles; most of city placed under Commercial Vehicle Order; placing setback restrictions along routes of future highways; completing Master Plan.

REGIONAL PLANNING COMMISSION, LOS ANGELES

Chmn. J. M. Paige.

Dir. Charles H. Diggs.

Year's Achievements: Development of plans for one regional & several neighborhood parks; extension of detailed zoning to four additional districts (combined area about 6 square miles); special studies in industrial stabilization; preparation of ordinance for an agricultural zone; 43 building-line ordinances established (making a total of 112); comprehensive traffic survey started to cover 638 intersections; special studies completed on lot vacancies & economics of land subdivision; preliminary highway plans prepared for Antelope Valley (943 square miles) & Section 2-W, Hollywood-Santa Monica area.

SAN DIEGO PLANNING COMMISSION, SAN DIEGO

Pres. C. N. Woodward.

Sec. William R. Wheeler.

Year's Achievements: Several miles of setback lines adopted for future street-widening in accordance with the Major Street Plan; an ordinance passed controlling heights of buildings adjacent to city airport; zoning completed for several thousand acres of outlying territory; tentative plans made for development of Mission Bay Park & for a recreational area in Balboa Park; research & statistical records expanded.

CIVIC DEPARTMENT, CHAMBER OF COMMERCE, SAN DIEGO

Mgr. D. W. Campbell.

Year's Achievements: Thorough survey of main arteries leading into city & definite tree-planting & roadside improvement program worked out by Tree-Planting Committee, endorsed by 25 local organizations & accepted by City Council; work on unified tree-planting program begun, 5 miles of streets planted by unemployed.

SIERRA CLUB, SAN FRANCISCO

Pres. Phil S. Bernays.

Sec. William E. Colby.

Publication: "Sierra Club Bulletin."

OUTDOOR ART LEAGUE, SAN JOSE

Pres. Mrs. Charles Braslan.

Sec. Mrs. Edwin A. Wilcox.

Year's Achievements: Purchased trees & supervised planting of about a mile of highway leading to main street of city; donated groups of native shrubs to new Municipal Rose-Garden; protested against cutting of stand of sugar pines near Yosemite.

COUNTY PLANNING COMMISSION, SANTA BARBARA

Chmn. John A. Jameson.

Sec. L. Deming Tilton.

Year's Achievements: Completed plan for truck route through Santa Barbara Region; acquiring rights-of-way for 180-ft. 3-roadway treatment of State Highway; plan for scenic park on Ortega Hill completed & accepted; new highway into Santa Barbara planned & opened.

CITY PLANNING COMMISSION, SANTA CRUZ

Pres. H. E. Piper, M.D.

Sec. & Engr. Roy Fowler.

Year's Achievements: Zoning Ordinance about to be adopted by Council.

Colorado

DENVER PLANNING COMMISSION, DENVER

Pres. I. J. Keator.*Sec.* Evelyn Payne.

Year's Achievements: Enlargement of parks & parkway systems of two of four Denver districts; development of several miles of highway along banks of Platte River & Cherry Creek; development of new municipal golf-course; preliminary study for a Regional Plan undertaken, & base map drawn up; sponsored tree-planting along principal highway entrances to city in cooperation with local committee of American Tree Association.

PUBLICITY DEPARTMENT, CITY & COUNTY OF DENVER, DENVER

Connecticut

COMMISSION ON THE CITY PLAN, HARTFORD

Pres. Joseph K. Hooker.*Sec.* Roscoe N. Clark.**Delaware**

BOARD OF PARK COMMISSIONERS, WILMINGTON

Pres. Edgar L. Haynes.*Sec.* Edward R. Mack.

Year's Achievements: Acquisition of 40-acre stream valley park; construction of 10 tennis-courts; general improvement of parks; extension of recreational work for adults & unemployed.

CIVIC ASSOCIATION, INC., WILMINGTON

District of Columbia

NATIONAL GEOGRAPHIC SOCIETY, WASHINGTON

Pres. & Editor. Gilbert Grosvenor.*Sec.* O. P. Austin.**Hawaii**

OUTDOOR CIRCLE, HONOLULU

Pres. Mrs. Walter Dillingham.*Sec.* Mrs. Ralph S. Johnstone.**Illinois**

EDISON CLUB HORTICULTURAL LEAGUE, CHICAGO

Pres. O. V. Morgan.*Sec.* Mrs. Flora Frazier.

NATIONAL ASSOCIATION OF REAL ESTATE BOARDS, CHICAGO

Pres. L. T. Stevenson.*Sec.* H. U. Nelson.

Year's Achievements: 142 Sales Conferences held throughout the country for the purpose of rendering practical assistance to members; courses in Real Estate & Land Economics sponsored in 70 colleges; Library, Information Bureau, & other services continued.

REGIONAL PLANNING ASSOCIATION, CHICAGO

Pres. Daniel H. Burnham.*Sec.* Robert Kingery.

Year's Achievements: Continued to cooperate in advisory capacity with city, county, & state officials & civic organizations, as principal source of authentic information in park, playground, & forest preserve

standards, zoning & subdivision platting, planning of highways, drainage, sanitation & water supply, & numerous other phases of regional planning.

ILLINOIS MUNICIPAL LEAGUE, URBANA

Pres. James H. Andrews, Kewanee.*Sec.* A. D. McLarty, Urbana.**Indiana**

CITY PLAN COMMISSION, EVANSVILLE

Pres. Henry M. Dickman.*Sec.* Edgar J. Mutschler.*Exec. Sec.* R. W. Blanchard.

Year's Achievements: Base Map for Official Thoroughfare Plan begun, in anticipation of state authorization for fixing building-lines on major streets of city; worked on Official Plan for Indiana Law (based on Standard City Planning Act) and Thoroughfare Plan Law for cities having plan commissions (the latter was passed); 3 square miles added to territory covered by topographic map, making total of 12 square miles; made study of a series of sites for neighborhood parks for growing East Side; general plans prepared for development of Mesker Park Zoo & for one existing & two proposed neighborhood playgrounds; installation of modern street-lighting units, as approved by Plan Commission, on one of principal business streets.

DEPARTMENT OF CONSERVATION, INDIANAPOLIS

Chmn. Stanley Coulter.*Dir.* Richard Lieber.

Year's Achievements: Continuation & extension of field & laboratory work through the medium of six Divisions (Geology, Entomology, Forestry, Lands & Waters, Fish & Game, Engineering).

Iowa

CITY PLAN & ZONING COMMISSION, DES MOINES

Chmn. Arthur S. Kirk.*Sec.* Mrs. Edyth Howard.

Year's Achievements: In addition to routine activities, approved five plats for new subdivisions; improved & developed city parks; definite program adopted for proper control of signs & signboards in & near city.

STATE BOARD OF CONSERVATION, DES MOINES

Chmn. Mrs. Henry Frankel.*Sec.* Ralph E. Kittinger.

Year's Achievements: Began preparation of 25-year program for the development of recreational resources of the state, authorized by legislation March, 1931. Report on this project will be completed by January, 1933.

Kentucky

CITY PLANNING & ZONING COMMISSION, LOUISVILLE

Chmn. J. C. Murphy.*Sec.* H. W. Alexander.

Year's Achievements: Completed preparation of comprehensive City Plan; comprehensive Zoning Ordinance put in effect.

WOMAN'S CITY CLUB, LOUISVILLE
Pres. Mrs. George R. Newman.
Sec. Mrs. E. H. Wehle.

Year's Achievements: Definite progress in fields of activity (Homes & Gardens, City Planning & Zoning, Foods & Markets, Health & Sanitation, Roadside Improvement & Billboards).

Louisiana

CITY PLANNING & ZONING COMMISSION, NEW ORLEANS

Chmn. Charles Allen Favrot.
Sec. Anne M. Robertson.

Year's Achievements: Final reports on Railroads, Civic Art, the Port, Industries, Regional Planning, Report on Factors Involved in Carrying out the City Plan presented to Commission Council, leaving one survey, Ordinance on Subdivisions, to be completed during 1932.

Maine

SOCIETY OF ART, PORTLAND

Pres. John Calvin Stevens.
Dir. Alexander Bower.

Year's Achievements: Numerous exhibitions of fine arts, prints & etchings; conducted School of Fine Arts with classes in drawing, painting & design (registration 120, including Day School, Evening School & Saturday Morning Class for Children).

Maryland

WOMEN'S CIVIC LEAGUE, BALTIMORE

Pres. Mrs. Herbert E. Pickett.
Sec. Julia R. Rogers.

Year's Achievements: Conducted Christmas Giving & Give-A-Job Campaign, associated with city-wide Unemployment Campaign; Smoke Abatement Ordinance passed; Smoke Abatement Commissioner & Advisory Board appointed; routine activities, such as Citizenship & Welfare work continued.

CIVIC LEAGUE, HAGERSTOWN

Pres. Mrs. James Findlay.
Sec. Mrs. E. A. Bradley.

Year's Achievements: Milk-stations installed in four large public schools; talks by President on forestry & good citizenship in schools resulted in plans for memorial tree planting by school-children; League sponsors Annual Clean-Up Week.

CIVIC LEAGUE, ROLAND PARK

MARYLAND NATIONAL CAPITAL PARK & PLANNING COMMISSION, SILVER SPRING

Chmn. Irvin Owings.
Sec.-Treas. Thomas Hampton.
City Planner. Irving C. Root.

Year's Achievements: Extension of main drive of Rock Creek Park into Maryland 1.2 miles; approximately 150 acres purchased in Rock Creek Park & Sligo Creek Parkway projects; authority granted by 1931 Legislature for Commission to issue bonds up to \$1,200,000 for park-land purchase in Montgomery County; boundary extended to take in approximately 20 square miles.

CIVIC & SCHOOL ASSOCIATION, PRINCE GEORGES COUNTY, TAKOMA PARK
Pres. E. C. Rowley.
Sec. Mrs. Leroy Freemire.

Massachusetts

AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS, BOSTON

Pres. Henry V. Hubbard.
Sec. Bremer W. Pond.
Exec. Sec. Bradford Williams.

Year's Achievements: Cooperation with other organizations in working for Federal legislation favorable to the development of the plan of the National Capital; preparation of monograph on "Colonial Gardens" for U. S. George Washington Bicentennial Commission; cooperation with other organizations in the interests of the National Parks; participation through members in conferences on Roadside Beautification & State Parks; representation through delegation at the following meetings: National Conference on State Parks, American Federation of Arts, & International Federation for Housing & Town Planning Conference; & through attendance of members at President's Conference on Home Building & Home Ownership, Country Life Conference, Fifth Traveling Annual Meeting of the American Civic Association, Detroit, & meeting of the American Institute of Park Executives, Toronto, Canada.

CITY PLANNING BOARD, BOSTON

Chmn. Frederick H. Fay.
Sec. Elisabeth M. Herlihy.

Year's Achievements: Definite progress made in Report on Thoroughfare Plan for City of Boston (see American Civic Annual, 1931); preparation of 10-year program of public improvements in cooperation with municipal departments; in cooperation with special committee, including representatives of medical, civic, professional & other groups, working on suppression & control of unnecessary noises; usual studies on zoning, playgrounds, street extension, underpasses, overpasses, bus terminals & other related subjects continued.

MASSACHUSETTS CIVIC LEAGUE, BOSTON

Pres. Joseph Lee.
Sec. Katherine Van Etten Lyford.

Year's Achievements: Secured passage of 32 children's welfare bills; committee on streets & alleys active in urging cleanliness & better paving for alleys; in cooperation with Better Homes sponsored state-wide Conference on Housing, for consideration of housing, zoning & town planning problems; committee on Massachusetts Bill-board Defense Law continued its fight in defense of the constitutionality of this law.

MASSACHUSETTS STATE FORESTER, BOSTON
 (under Dept. of Conservation)

Commr. & State Forester. Wm. A. L. Bazeley.

Sec. Charles O. Bailey.

Year's Achievements: A Division of Parks was created in the Department of Conservation, which will acquire by purchase

or gift & administer for the benefit of the public, lands suitable for park or recreational use outside the Metropolitan District; over 1,149,000 trees planted in State Forests, 750,000 sold to private individuals to be planted on their property; three new fire-towers added to fire-prevention system; 3,557 acres added to State Forests.

Michigan

VILLAGE OF BIRMINGHAM, BIRMINGHAM
Village Mgr. J. W. Paity.

BOARD OF WAYNE COUNTY ROAD COMMISSIONERS, DETROIT

Chmn. John S. Haggerty.

Sec. William F. Butler.

Supt. of Parks & Forestry. J. M. Bennett.

Year's Achievements: Practically all projects budgeted for the year brought to completion; work on superhighways, including acquisition of rights-of-way, building of additional grade separations (48 now under jurisdiction of Board or State Highway Dept. in Wayne County) continued; roadside development in all its phases continued—sodding of slopes, seeding of bare spots & tree planting (to date 55,000 trees along 280 miles of road); development continued of 6 existing parks, comprising 275 acres.

CITY PLAN COMMISSION, DETROIT

Pres. Henry E. Beyster.

Sec. Walter H. Blucher.

Year's Achievements: Studies made for housing & for rehabilitation of blighted areas; location of emergency landing-fields along the routes of air-travel (at no cost to municipality).

CITIZEN'S LEAGUE, DETROIT

Pres. Divie B. Duffield.

Sec. W. P. Lovett.

Year's Achievements: Many new projects have utilized the Metropolitan District & other regional plans, making an economical merging of offices & functions.

Minnesota

CITY PLANNING BOARD, ST. PAUL

Chmn. Gerhard J. Bundlie, Mayor.

Dir. & Engr. George H. Herrold.

Year's Achievements: Successfully located State Office Building in conformity with original plan by Cass Gilbert for grouping state buildings; reached agreement with all railroads entering city on uniformity of signal protection at crossings (9 companies, 23 lines).

Missouri

WOMAN'S CITY CLUB, KANSAS CITY

Pres. Mrs. Charles M. Bush.

Exec. Sec. Mrs. W. J. Doughty.

Year's Achievements: Sponsored supervised playgrounds; carried on routine committee work in Out-Patient Department & Mothers' Milk Station at General Hospital, Boonville Reformatory, Juvenile Court Work, & Mothers' Allowance.

CITY PLAN COMMISSION, ST. LOUIS

Chmn. E. J. Russell.

Sec. Don H. Morgan.

Year's Achievements: Acquisition of Land for Memorial & Aloe (Union Station) Plazas completed; extensive widening of Gravois Avenue & Natural Bridge Road.

Nebraska

CHAMBER OF COMMERCE, LINCOLN

Pres. A. C. Lau.

Sec. W. S. Whitten.

Year's Achievements: Coöperation in all civic activities continued; city-planning committee carried on studies of projective thoroughfares, intersections & park areas, & in coöperation with City Council assisted in appointment of official planning commission (Greater Lincoln Planning Commission).

New Hampshire

CITY PLANNING BOARD, MANCHESTER

Chmn. Alexis F. Bisson.

Clerk. William F. Howes.

New Jersey

WOMEN'S CIVIC CLUB, ABSECON

UNION COUNTY PARK COMMISSION, ELIZABETH

Pres. Charles Hansel.

Sec.-Engr. W. Richmond Tracy.

Year's Achievements: Progress in the acquisition, development & maintenance of Park System, representing about 4200 acres, used by over 4,500,000 persons during 1931 (an increase of 25% over preceding year); real estate donations to Park Commission exceed \$500,000 in value to date, 12 acres valued at \$75,000 having been received in 1931. Extensive planting of dogwood & Japanese cherry trees, received as gifts.

WOMAN'S CLUB, MOORESTOWN

WAYNE TOWNSHIP CIVIC LEAGUE, MOUNTAIN VIEW

ESSEX COUNTY PARK COMMISSION, NEWARK

Pres. Robert S. Sinclair.

Sec. David I. Kelly.

Year's Achievements: Improvements for Branch Brook Park extension continued; new park of 123 acres near Bloomfield & Montclair graded, path & storm-water work started; portion of Oraton Parkway paved, seeded & planted; tea-room for South Mountain Reservation established; improvements in Independence, Riverbank & Glenfield Parks continued.

SHADE TREE DIVISION, NEWARK

Supt. Carl Bannwart.

Year's Achievements: Three recently established parks improved; one thousand Bicentennial trees planted; new 1-acre playground park graded & fenced.

PASSAIC COUNTY PARK COMMISSION, PATERSON

Pres. Garret A. Hobart.

Sec. Charles A. Winans.

Engr. & Supt. Frederick W. Loede, Jr.

Year's Achievements: Completed acquisition of 1,148 acres of county park system;

18-hole golf-course opened (enlarged to 27 holes May, 1932); permanent park road & park & playground plot in Weasel Brook Park completed.

COUNTY OF MERCER, TRENTON
County Engr. Harry F. Harris.

New York

SOCIETY OF NATURAL SCIENCES, BUFFALO
Pres. Chauncey J. Hamlin.
Rec. Sec. Seymour H. Knox.
Cor. Sec. Darwin D. Martin.

Year's Achievements: Participated in various scientific expeditions & surveys; exhibition program (ultimately to show story of Man & the Universe) progressing; education & radio programs continued & expanded. Average number of visitors to Museum 9,000 per week.

ARCHITECTURAL LEAGUE, NEW YORK CITY
Pres. Raymond M. Hood.
Sec. Stephen Francis Voorhees.

LONG ISLAND CHAMBER OF COMMERCE FOR KINGS, QUEENS, NASSAU & SUFFOLK COUNTIES, NEW YORK CITY
Pres. Lewis H. Pounds.
Sec. Meade C. Dobson.

Year's Achievements: Advancement of arterial highways & parkways; improvement of roadside conditions; progress of port & waterway projects & of planning & zoning methods; planting of Washington Memorial Elms at thirteen places visited by President Washington; considerable progress in cooperative activities of L. I. civic organizations & development of community spirit.

NEW YORK CHAPTER, A. I. A., NEW YORK CITY
Pres. Stephen Francis Voorhees.
Sec. Eric Kebbon.

REGIONAL PLAN ASSOCIATION, INC., NEW YORK CITY
Pres. George McAneny.
Sec. Lawrence M. Orton.

Year's Achievements: General planning assistance given municipalities in Region; instrumental in creating new planning boards & zoning commissions throughout area; in addition took over staff formerly operating under Regional Plan Committee, which was responsible for the technical preparation & publication of New York Regional Plan. The Committee's work ended with the completion of plan Vol. II "The Building of the City" (Dec., 1931) & its staff merged with that of the Association, so that the Plan may be kept an up-to-date & effective guide for the development of the Region.

MONROE COUNTY REGIONAL PLANNING BOARD, ROCHESTER
Chmn. Donald S. Barrows.
Sec. J. Franklin Bonner.

Year's Achievements: Collection, study & application of data & statistics (including surveys on housing, rural, social & trade areas, land classification, port development, traffic & transportation studies) as well as aerial surveys & making of new topographic

map by U. S. Geological Survey progressing well ahead of schedule; study of existing zoning ordinances throughout county; new rules & regulations drawn up covering subdivision of land (adopted by Board of Supervisors effective Jan. 1, 1932); two reports: "The Major Highway System of Monroe County" & "The Population of the Monroe Region" almost completed.

North Carolina

STATE DEPARTMENT OF CONSERVATION & DEVELOPMENT, RALEIGH

Dir. J. W. Harrelson.
Sec. Paul Kelly.

Year's Achievements: Total of State Game Refuges brought up to 300,000 acres; first Inter-State Game Refuge, approximately 16,000 acres established with Tennessee under name of Andrew Johnson Inter-State Refuge; program for State acquisition of Linville Gorge as State Park launched; received gift of 20,000 acres of land & water areas on North Carolina coast for State game refuge & park; in cooperation with Fort Bragg officials, State Highway Commission & City of Fayetteville began roadside beautification of 9 miles of Fort Bragg-Fayetteville Highway, as an example in tree-planting & sodding shoulders; 4 miles of State Highway No. 10 near Raleigh planted in cooperation with American Business Club; cooperated with Izaak Walton League & Boy Scouts in reforestation Raleigh Municipal Watershed.

Ohio

CHAMBER OF COMMERCE, AKRON

Pres. Heskett H. Kuhn.
Sec. Vincent S. Stevens.

Year's Achievements: Action by Municipal Research Bureau & Chamber of Commerce taxation committees resulted in reduction of City, County & Board of Education operating budgets, representing a saving of several hundred thousand dollars to taxpayers; industrial Water Study formed basis for readjustment of industrial water-rates, improving industrial conditions.

BETTER HOUSING LEAGUE, CINCINNATI

Pres. August Marx.
Exec. Sec. Bleeker Marquette.

Year's Achievements: In cooperation with Public Welfare Dept. gave employment to 25 men, & supervised their work of repairing houses where owners could not afford needed repairs (50 houses repaired); instruction of tenants in sanitation & household management, persuaded landlords to put in needed repairs; household management class for 50 colored women continued; school course in public & parochial schools on Housing & City Planning continued; active in revision of Housing Code & Zoning Ordinance; took part in White House Conference on Home Building & Home Ownership.

CHAMBER OF COMMERCE, CLEVELAND

Pres. L. W. Greve.
Sec. Munson Havens.

LUCAS COUNTY PLANNING COMMISSION, TOLEDO

Chmn. George D. Lehman.

Engr. Charles D. Hatch.

Year's Achievements: Filling in portions of abandoned canal; acquiring & developing extensive river-front park-sites; building new boulevard along Maumee River; widening highways entering Toledo & eliminating dangerous ditches; protecting wild life in park, created for bird-lovers & students of nature.

Pennsylvania

COMMUNITY HEALTH & CIVIC ASSOCIATION, ARDMORE

Pres. William J. Serrill.

Sec. Alfred C. Maule.

VALLEY PLANNING ASSOCIATION, EAST PITTSBURGH

Pres. R. L. Wilson.

Sec. W. O. Rettig, 2nd.

BUREAU OF MUNICIPAL AFFAIRS, DEPARTMENT OF INTERNAL AFFAIRS, HARRISBURG

Dir. J. Herman Kniseley.

CHAMBER OF COMMERCE, HARRISBURG

Pres. D. A. Elias.

Sec. Daniel N. Casey.

Year's Achievements: In conjunction with local Motor Club Road Committee urged widening & rebuilding of Lancaster Pike between Steelton & Middletown; three-way road completed, thorough survey of traffic flow made & incorporated in Mayor's report on all traffic conditions; widening & general improvement of South Second Street completed; development of River Park & Italian Lake Park continued.

CIVIC CLUB, HARRISBURG

Pres. Mrs. Martin F. Fager.

Rec. Sec. Mrs. Henry Baish.

Cor. Sec. Mrs. John T. Harris.

Year's Achievements: Maintained full year's scholarship in Harrisburg School of Art; sponsored planting of 500 flowering crab-apple trees in city; 600 plots of ground given to unemployed for vegetable gardens; supervision of milk, meats & other food supplies in city markets continued; proper policing of parks & streets supervised.

DEPARTMENT OF HIGHWAYS, HARRISBURG

Highway Forester: Walter D. Ludwig.

MUNICIPAL LEAGUE, HARRISBURG

Pres. Vance C. McCormick.

Sec. J. Horace McFarland.

Year's Achievements: League acts mostly as a watchdog; when need arises, it moves quickly & quietly, but with considerable efficiency.

STATE CHAMBER OF COMMERCE, HARRISBURG

Pres. Alba B. Johnson.

Sec. George E. Foss.

Year's Achievements: Information & encouragement given to local chambers of commerce throughout state in all activities connected with outdoor civic improvement.

STATE FEDERATION OF PENNSYLVANIA WOMEN, HARRISBURG

Pres. Mrs. Richard J. Hamilton.

Sec. Mrs. Richard B. Perry.

Year's Achievements: Federation's conservation program included preservation of Historic Trees & Milestones; support of Pennsylvania Parks Association's program of park-development by urging each club to make a survey of conditions regarding existing parks & park possibilities in its own district; support of movement to introduce simple course of forestry in public schools; cooperation with Highway Department in removal of dangerous signs; preparation of three-year planting program (by counties) for Lincoln Highway; extensive tree-planting campaign during Bicentennial year to be sponsored by every club (470) in Federation.

CITY OF JOHNSTOWN, JOHNSTOWN

CITY PLANNING COMMISSION, JOHNSTOWN

Pres. Peter L. Carpenter.

Sec. George S. Fockler.

Year's Achievements: Additional land has been obtained as result of fill made between street & river, & has been named "Suppes Park" in memory of original owners.

THE ART CLUB OF PHILADELPHIA, PHILADELPHIA

Pres. Arthur D. Smith.

Sec. Samuel W. Cooper.

CITY PARKS ASSOCIATION, PHILADELPHIA

Pres. Eli Kirk Price.

Sec. H. Eugene Heine.

Year's Achievements: Careful contact with & persistent propaganda for all matters of civic beautification, with particular stress on increase of small parks & park-like spaces.

CIVIC CLUB, PHILADELPHIA

Pres. Katharine Brinley.

Gen. Sec. Claire B. MacAfee.

Year's Achievements: Welfare: Increase in volunteer visiting of child wards of city. (Children placed in foster homes by municipal court.) Cleaner Philadelphia: Contest held, prizes given for best posters by children under 16. Motion Pictures: Petition signed by organizations representing 150,000 people sent to Governor & State Board of Censors urging stricter interpretation of law regarding censorship. Architectural Survey of Old Philadelphia completed by the Philadelphia Chapter of A. I. A. (started by Chairman of Municipal Art Committee of the Civic Club, who procured the funds); a number of unemployed architectural draftsmen have benefited by this work; the Philadelphia Society for the Preservation of Landmarks, founded March, 1931, is the outcome of the Survey.

COUNCIL FOR THE PRESERVATION OF NATURAL BEAUTY, PHILADELPHIA

Pres. Mrs. William T. Elliott.

Sec. Mrs. Arthur Thomas.

Year's Achievements: Roadside improvements were carried on at various points.

FAIRMOUNT PARK ART ASSOCIATION, PHILADELPHIA*Pres.* Roland L. Taylor.*Sec.* Henri Marceau.

Year's Achievements: Completion of the John Harrison Memorial; preparation of preliminary plans for carrying out terms of will of Ellen Phillips Samuel, which contemplates a sculptural ensemble along the East River Drive in Fairmount Park commemorating the history of America from the earliest times.

NEW CENTURY CLUB, PHILADELPHIA*Pres.* Mrs. Lewis R. Dick.*Sec.* Emma L. Crowell.

Year's Achievements: Two scholarships added, making a total of 15 loan scholarships; \$800 contributed to playground work; white pines planted in honor of George Washington Bicentennial.

PHILADELPHIA COMMISSION, PHILADELPHIA*Pres.* Philip S. Collins.*Sec.* Clarence Gardner.

Year's Achievements: Commission endorsed new Appraisers' Stores & Custom House for Philadelphia & expressed opinion that the National Government should construct a Court House for the use of the Federal Courts & their associate offices, preferably on or adjacent to the Parkway.

REGIONAL PLANNING FEDERATION OF THE PHILADELPHIA TRI-STATE DISTRICT, PHILADELPHIA*Pres.* Col. Samuel P. Wetherill, Jr.*Exec. Dir.* W. H. Connell.

Year's Achievements: Regional Plan of the Philadelphia Tri-State District was presented to the people of the Region March 16, 1932.

CITIZENS' COMMITTEE ON CITY PLAN, PITTSBURGH*Pres.* Charles D. Armstrong.*Architect & Town Planner.* Frederick Bigger.**CIVIC CLUB OF ALLEGHENY COUNTY, PITTSBURGH***Pres.* Henry N. Muller.*Sec.* H. Marie Dermitt.

Year's Achievements: Published 2 pamphlets of voters' information on candidates; conducted survey of city recreation centers; secured removal of certain billboards & worked against posting of political placards; active in city budget sessions, tax reductions & traffic code movements; cooperated in gardens for unemployed; sponsored spring flower show, chrysanthemum show & garden pageant; outdoor Christmas lighting; mental tests & scholarships for exceptionally able youths; the Soho Public Baths, owned & operated by Civic Club, recorded 27,707 baths; 5,681 women used the public laundry; 10,974 children cared for in day-nursery; 6292 lunches served to school-children; 17,250 bottles of milk distributed.

CITY PLAN COMMISSION, SCRANTON*Pres.* Frederick L. Brown.*Sec.* R. H. Martin.

Year's Achievements: Educational program for comprehensive city plan carried

through; plans adopted for the improvement of Notch Highway leading out of city on the north, work to be completed this year.

CHESTER COUNTY FOREST, PARK & PLANNING ASSOCIATION, WEST CHESTER*Pres.* P. M. Sharples.*Sec.* John W. Herring.

Year's Achievements: Propaganda program for State Park development in this region; study of several local park projects; aided movement of Pennsylvania Park Association to create State Park Commission & secure an appropriation of \$50,000; joined with neighboring counties in forming "South Eastern Pennsylvania Park Association."

CHAMBER OF COMMERCE, WILLIAMSPORT*Pres.* H. Merrill Winner.*Sec.* William S. Millener.

Year's Achievements: Coöperated with City Council in financing cost of a Thoroughfare Plan for Williamsport; coöperated with Planning Commission in preparation & passage of Zoning Ordinance.

Rhode Island**CHAMBER OF COMMERCE, PROVIDENCE***Pres.* Archie W. Merchant.*Sec.* Richard B. Watrous.

Year's Achievements: Coöperated closely with City Plan Commission through its representative on the Advisory Committee to the City Plan Commission; the Advisory Committee (organized in 1931) coöperated with the City Plan Commission in the selection of Frederick L. Ackerman, of New York, to prepare plans to determine & regulate future growth of the Market Square Area; plans approved by the Commission in December; on the recommendation of the Advisory Committee, Mr. Ackerman was retained to continue extended studies during 1932; the Noise Abatement Committee continued work for the passage of an ordinance similar to the New York ordinance.

CIVIC IMPROVEMENT & PARK ASSOCIATION OF R. I., PROVIDENCE*Pres.* Charles B. Mackinney.*Sec.* Richard B. Watrous.

Year's Achievements: Coöperated with City Plan Commission by appointment of the Secretary as member of its Advisory Committee; continued work for legislative enabling act to create city planning commissions in all cities & towns of Rhode Island & to develop Regional Planning; established bureaus of information concerning bathing beaches along Narragansett Bay; held tenth Annual meeting April 27, 1932.

Texas**CITY PLAN COMMISSION, DALLAS***Chmn.* Alex F. Weisberg.*Engr.* David L. Robinson, Jr.

Year's Achievements: Opening & widening of 7 streets (total cost \$2,331,166); completion of first year's successful operation under comprehensive Zoning Ordinance;

adoption of special regulations governing approval of plats of land within 5 miles of city limits.

KESSLER PLAN ASSOCIATION, DALLAS

Pres. D. E. H. Cary.

Sec. John E. Surratt.

Virginia

WOMAN'S CLUB OF ACCOMAC COUNTY, ONLEY

LANDSCAPE DIVISION, CONSERVATION & DEVELOPMENT DEPARTMENT, RICHMOND

Head R. E. Burson.

WILLIAMSBURG HOLDING CORPORATION, WILLIAMSBURG

Wisconsin

STATE CONSERVATION COMMISSION, MADISON

Dir. Paul D. Kelleter.

Year's Achievements: Preparation of adequate forestry protection program & of State Forest planting program ensuring the planting of 10,000 acres annually; improvement of existing State Parks, establishment of 12 wild-life refuges (approximately 1,000 acres each) in accordance with state-wide game & wild-life refuge & sanctuary program; land acquisition program for State Forests begun.

CITY CLUB, MILWAUKEE

Pres. Max W. Nohl.

Sec. Bernard Fahey.

Civic Sec. Leo Tiefenthaler.

Year's Achievements: Assisted at the referendum in April in securing approval by voters on Kline bill, a comprehensive condemnation & benefit assessment law; assisted in defeat of proposal to put county outdoor relief on voucher basis; drafted report on county parkway system; active in support of various safety measures before State Legislature; conducted a survey of billboards in the county & carried on campaign against billboards.

Foreign Organizations

PROVINCIAL TOWN & RURAL PLANNING ADVISORY BOARD, EDMONTON, ALBERTA, CANADA

Dir. Horace L. Seymour.

ONTARIO HORTICULTURAL ASSOCIATION, TORONTO, ONT., CANADA

Pres. Dr. A. T. Morrow.

Sec. & Editor. J. Lockie Wilson.

Year's Achievements: Extensive roadside planting of trees; beautification of school-grounds; park areas established in small centers; soldiers' memorials beautified; garden competitions & flower shows carried on by 293 associated societies throughout the Province. The Association is now the largest organization of its kind in the world; total expenditures for horticultural purposes in 1931 amounted to \$131,677.

TOWN PLANNING COMMISSION, VANCOUVER, B. C., CANADA

Chmn. Arthur G. Smith.

Engr. & Sec. J. Alexander Walker.

Year's Achievements: Complete field survey of streets to be widened to ascertain amount of interference in development abutting these streets, preparatory to framing necessary legislation for street-widening program; Kingsway, entry to Vancouver from Pacific Highway widened from 66 to 99 ft. within city limits; report & draft legislation covering architectural control prepared & submitted to City Council.

MINISTRY OF HEALTH, LONDON, ENGLAND

SIEDLUNGSVERBAND RUHRKOHLNBEZIRK, ESSEN, GERMANY

Dir. Dr. Robert Schmidt.

NEDERLANDSCH INSTITUUT VOOR VOLKSHUISVESTING EN STEDEBOUW, AMSTERDAM, HOLLAND

Pres. M. J. I. de Jonge van Ellemeet.

Sec.-Dir. D. Hudig.

Year's Achievements: Maintains committees on City Planning, Legislation, Slum Clearance & Landscape Architecture.

Subscribing Libraries

ALABAMA

Alabama Polytechnic Institute Library, Auburn.
Public Library, Birmingham. Dir.: Lila May Chapman.
University of Alabama Library, University. Ln.: Alice S. Wyman.

ARIZONA

Public Library, Phoenix. Ln.: Mrs. Effie Carmichael.

CALIFORNIA

Public Library, Berkeley. Ln.: Susan T. Smith.
University of California Library, Berkeley. Ln.: Harold L. Leupp.
State Teachers' College, Chico. Ln.: Alice Anderson.
County of Los Angeles Free Library, Los Angeles. Ln.: Helen E. Vogleson.
Public Library, Los Angeles. Ln.: Everett R. Perry.
University of Southern California Library, Los Angeles. Ln.: Charlotte M. Drake.
Public Library, Pasadena. Ln.: Jeannette M. Drake.
City Free Library, Sacramento. Ln.: W. F. Purnell.

COLORADO

University of Colorado Library, Boulder. Ln.: C. Henry Smith.
Public Library, Denver. Ln.: Malcolm G. Wyer.
University of Denver Library, Denver. Ln.: Linda M. Clatworthy.

CONNECTICUT

State Library, Hartford. Ln.: George S. Godard.

DISTRICT OF COLUMBIA

Library of Congress. Ln.: Herbert Putnam.

FLORIDA

University of Florida Library, Gainesville. Ln.: Cora Miltimore.

HAWAII

Municipal Reference Library, Honolulu. Ln.: Mrs. Grace M. Bartlett.

ILLINOIS

John Crerar Library, Chicago. Ln.: J. Christian Bay.
Public Library, Chicago. Ln.: Carl B. Rodan.
University Libraries, University of Chicago. Dir.: M. Llewellyn Raney.
Northwestern University Library, Evanston. Ln.: Theodore W. Koch.
Municipal Reference Library, Galesburg. Dir.: Julia E. Baily.
Legislative Reference Bureau, Springfield. Ln.: Mrs. Gladys H. Peterson.
State Library, Springfield. Supt.: Harriet M. Skogh.
University of Illinois Library, Urbana. Ln.: P. L. Windsor.

INDIANA

Public Library, Indianapolis. Ln.: Luther L. Dickerson.
State Library, Indianapolis. Dir.: Louis J. Bailey.
Purdue University Library, Lafayette. Ln.: William M. Hepburn.
School City of La Porte, La Porte.

IOWA

Iowa State College Library, Ames. Ln.: Charles H. Brown.
State Library, Des Moines. Ln.: John-son Brigham.
Iowa State University Library, Iowa City. Dir.: Milton E. Lord.

KANSAS

Bureau of Governmental Research, University of Kansas, Lawrence.
Porter Library, State Teachers College, Pittsburg. Ln.: Odella Nation.
University of Wichita Library, Wichita.

LOUISIANA

Howard Memorial Library, New Orleans. Ln.: Robert J. Usher.

MARYLAND

Department of Legislative Reference, Baltimore. Executive: Horace E. Flack.
Enoch Pratt Free Library, Baltimore. Ln.: Joseph L. Wheeler.

MASSACHUSETTS

Bureau of Government, Amherst College, Amherst. In Charge: Prof. Phillip Bradley.
Massachusetts Agricultural College Library, Amherst. Ln.: Basil B. Wood.
Public Library, Boston. Dir.: Charles F. D. Belden.
State Library, Boston. Ln.: Edward H. Redstone.
Harvard College Library, Cambridge. Ln.: Alfred C. Potter.
Massachusetts Institute of Technology, Cambridge. Ln.: William N. Seaver.
School of City Planning Library, Harvard University, Cambridge. Ln.: Katherine McNamara.
City Library Association, Springfield. Ln.: Hiller C. Wellman.
Public Library, Waltham. Ln.: Leslie T. Little.

MICHIGAN

Bureau of Government, University of Michigan, Ann Arbor. Dir.: Prof. Thomas H. Reed.
General Library, University of Michigan, Ann Arbor. Ln.: W. W. Bishop.
Public Library, Detroit. Ln.: Adam Strohman.
Public Library, Grand Rapids. Ln.: Samuel H. Ranck.
State Library, Lansing. Ln.: Mrs. Mary E. Frankhauser.
Dorsch Memorial Library, Monroe. Ln.: Mary J. Crowther.

MINNESOTA

Public Library, Minneapolis. Ln.: Gratia A. Countryman.
Public Library, St. Paul. Ln.: Mrs. Jennie T. Jennings.
State Library, St. Paul. Ln.: Paul Danzingberg.

MISSISSIPPI

University of Mississippi Library, University. Ln.: Whitman Davis.

MISSOURI

Public Library, Kansas City. Ln.: Purd B. Wright.

MISSOURI, continued

- Public Library, St. Joseph. Ln.: Irving R. Bundy.
- Municipal Reference Library, St. Louis. Ln.: Lucius H. Cannon.
- Public Library, St. Louis. Ln.: Arthur E. Bostwick.

NEBRASKA

- University of Nebraska Library, Lincoln. Ln.: Gilbert H. Doane.
- Public Library, Omaha. Ln.: Edith Tobitt.

NEW HAMPSHIRE

- Dartmouth College Library, Hanover. Ln.: Nathaniel L. Goodrich.

NEW JERSEY

- Free Public Library, Newark. Ln.: Beatrice Winsor.
- Rutgers University Library, New Brunswick. Ln.: George A. Osborn.
- Princeton University Library, Princeton. Ln.: James Thayer Gerould.
- Free Public Library, Trenton. Ln.: Howard L. Hughes.

NEW YORK

- State Library, Albany. Dir.: James I. Wyer.
- Public Library, Buffalo. Ln.: Walter L. Brown.
- Colgate University Library, Hamilton. Chief Ln.: Dr. Charles Worthen Spencer.
- Columbia University Library, New York City. Ln.: Roger Howson.
- Public Library, New York City. Dir.: Edwin H. Anderson.
- Teachers College Library, Columbia University, New York City. Ln.: Eleanor M. Witmer.
- Public Library, Rochester. Ln.: William F. Yust.

NORTH CAROLINA

- Duke University Library, Durham. Ln.: Joseph Penn Breedlove.
- School of Law, Duke University, Durham. Ln.: Arthur Henry Glanz.
- N. C. State College of Agriculture & Engineering, Raleigh. Ln.: Frank Capps.

OHIO

- Public Library, Akron. Ln.: Will H. Collins.
- Municipal Reference Bureau, City of Cincinnati, Cincinnati.
- Municipal Reference Bureau, University of Cincinnati, Cincinnati. Dir.: Edward A. Henry.
- Public Library, Cincinnati. Ln.: Chalmers Hadley.
- Adelbert College Library, Western Reserve University, Cleveland. Ln.: George F. Strong.
- Public Library, Cleveland. Ln.: Linda A. Eastman.
- State University Library, Columbus. Ln.: Earl N. Manchester.

OREGON

- University of Oregon Library, Eugene. Ln.: Matthew H. Douglass.
- State Library, Salem. Ln.: Harriet C. Long.

PENNSYLVANIA

- J. Herman Bosler Memorial Library, Carlisle.
- Public Library, Harrisburg. Ln.: Alice Rhea Eaton.
- A. Herr Smith Memorial Library, Lancaster. Ln.: Helen Barbara Umble.
- Drexel Institute, School of Library Science, Philadelphia. Dir.: Mrs. Anne W. Howland.
- Lippincott Library, Wharton School of Finance & Commerce, University of Pennsylvania, Philadelphia. Ln.: Dorothy Bemis.
- University of Pennsylvania Library, Philadelphia. Ln.: Asa Don Dickinson.
- Allegheny Carnegie Free Library, Pittsburgh. Ln.: David D. Cadugan.
- Carnegie Library of Pittsburgh, Pittsburgh. Dir.: Ralph Munn.
- University of Pittsburgh Library, Pittsburgh. Ln.: J. Howard Dice.
- Swarthmore College Library, Swarthmore. Ln.: Charles B. Shaw.

RHODE ISLAND

- Public Library, Providence. Ln.: Clarence E. Sherman.
- State Library, Providence. Ln.: Herbert O. Brigham.

TENNESSEE

- Public Library, Chattanooga. Dir.: Nora Crimmins.

TEXAS

- State Library and Historical Commission, Austin. Acting Ln.: Fannie M. Wilcox.
- Public Library, Dallas. Ln.: Cleora Clanton.
- Public Library, El Paso. Ln.: Mrs. Maud D. Sullivan.

UTAH

- Free Public Library, Salt Lake City. Ln.: Joanna H. Sprague.

VERMONT

- State Library, Montpelier. Ln.: Harrison J. Conant.

VIRGINIA

- Virginia Polytechnic Institute Library, Blacksburg. Ln.: Ralph M. Brown.
- College of William & Mary Library, Williamsburg. Ln.: E. G. Swem.

WASHINGTON

- State College of Washington, Pullman. Ln.: William W. Foote.
- Public Library, Seattle. Ln.: Judson Toll Jennings.
- Public Library, Spokane. Ln.: George W. Fuller.

WEST VIRGINIA

- West Virginia University Library, Morgantown. Ln.: Lonna D. Arnett.

WISCONSIN

- Kellogg Public Library, Green Bay. Ln.: Sybil Schuette.
- Municipal Reference Library, Milwaukee Public Library, Milwaukee. Ln.: Matthew S. Dudgeon.

WYOMING

- University of Wyoming Library, Laramie. Ln.: Mary E. Marks.

National Exchange Members

AMERICAN ASSOCIATION OF MUSEUMS, WASHINGTON, D. C.

Pres. Paul J. Sachs.
Dir. Laurence Vail Coleman.

Year's Achievements: Publication of Handbook of American Museums containing full information about the 1400 museums of the country; completion of statistical study of American museums published by U. S. Office of Education; built trailside museum in Yellowstone National Park; continued research in museum education in several cities; annual meeting in Pittsburgh.

Publication: "Museum News."

AMERICAN FEDERATION OF ARTS, WASHINGTON, D. C.

Pres. Frederic Allen Whiting.
Sec. Leila Mechlin.

Year's Achievements: The organization has been considerably developed in order to make its service more effective, all three publications having been revised typographically & reorganized; the Magazine of Art was developed into a plan of sections assigned to different subjects, including The New Washington & Civic Art, Theatre, Music, Graphic Arts, Painting, Sculpture, etc.; the activities of the Department of Educational Work have grown considerably, a total of 86 art exhibitions having been sent out during the year (representing an increase of 48% over number sent out last year); routine services, such as loans from library & the study & development of art-educational projects continued.

Publications: "American Magazine of Art"; "American Art Annual"; "American Art Sales."

AMERICAN FORESTRY ASSOCIATION, WASHINGTON, D. C.

Pres. George D. Pratt.
Sec. Ovid Butler.

Year's Achievements: Completed three-year education campaign against forest fires in the South; sponsored planting of over 100,000 trees with historical traditions during second year of National Tree Planting Project; stimulated forest knowledge & activities among children by conferring tree medals in fifteen states, Alaska, & the District of Columbia; extended cooperation to schools throughout country in teaching forest conservation; opposed bill for disposition of remaining Public Domain, & promoted bills for more adequate forest protection & recreational use of National Forests, forest research, reforestation & erosion control, together with bills to create Isle Royale National Park & the Everglades National Park.

Publication: "American Forests."

AMERICAN INSTITUTE OF ARCHITECTS, WASHINGTON, D. C.

Pres. E. J. Russell.
Sec. Frank C. Baldwin.

Year's Achievements: 65th Convention held at Washington, D. C., when the Institute's committees reported on their activities for the past year.

Publication: "The Octagon."

AMERICAN GAME ASSOCIATION, WASHINGTON, D. C.

Pres. Seth Gordon.
Sec. A. S. Houghton.

Year's Achievements: Moved headquarters to National Capital in order to handle nation-wide activities to better advantage; trained field staff of Game Research Division of Du Pont Company taken over as of January 1, 1932; urged establishment of water-fowl breeding-grounds & refuge program, suggesting need of bond issue of \$25,000,000 to be retired from Federal hunting license, to be paid by duck-hunters; impressed states with their responsibility toward migratory water-fowl, urging them to launch restoration programs.

Publication: "American Game."

AMERICAN NATURE ASSOCIATION, WASHINGTON, D. C.

Pres. Arthur Newton Pack.
Sec. Percival S. Ridsdale.

Year's Achievements: Furthering conservation in general, roadside beautification & billboard elimination in particular; also conducting exploration & movie photography among the islands & waters of Alaska.

Publications: "American Nature Magazine"; "Roadside Bulletin."

GARDEN CLUB OF AMERICA, NEW YORK CITY

Pres. Mrs. Jonathan Bulkley.
Sec. Mrs. Percy H. Williams.

Year's Achievements: Outstanding accomplishment of the past year, publicly announced at the Annual Meeting on Long Island, is the purchase of a Redwood Grove of 2552.72 acres situated on the Redwood Highway. This tract has been deeded to the State of California to be preserved for all time. The area selected is one of the most beautiful in the Redwood District. The acreage includes the entire watershed of Canoe Creek for a distance of 2 miles. One of the greatest contributions to the public given by a member club of the Garden Club of America is being made by the Garden Club of Cleveland, which maintains a Garden Center manned by a Lowthorpe Graduate in Landscape Architecture, a Librarian, & amateur helpers. This

Center gives to the public in Cleveland free information regarding planting the small home. Each month an exhibit is placed in the Center so arranged as to increase interest & knowledge. Other clubs are planning similar contributions to the information of the public.

Publication: "Bulletin of the Garden Club of America."

ISAAK WALTON LEAGUE, CHICAGO, ILL.

Pres. Dr. Preston Bradly.

Sec. Fred N. Peet.

Year's Achievements: Continued campaign for acquisition of wild-life refuges & virgin areas to safeguard scenic, historic, scientific, & recreational values throughout the country; League is also encouraging the development of farmer-hunter partnerships in order to bring about a better understanding between rural residents & city hunters.

Publication: "Outdoor America."

NATIONAL ALLIANCE OF ART & INDUSTRY,

NEW YORK CITY

Pres. Richard De Wolfe Brixey.

Sec. Wilford S. Conrow.

Dir. Alon Bement.

Year's Achievements: Reorganized from Art Center: (1) To promote use of good design in industry & to encourage better relation of beauty to utility in objects that have to do with everyday affairs; (2) to foster & advance the development of American designers, artists, & artisans; (3) to promote high standards of taste & to create a demand for good design among consumers.

Publication: "Journal of Art and Industry."

**NATIONAL COUNCIL FOR PROTECTION OF
ROADSIDE BEAUTY, NEW YORK
CITY**

Chmn. Mrs. W. L. Lawton.

Sec. Mrs. C. Oliver Iselin.

Year's Achievements: Roadside Surveys in Illinois & Georgia; compilation of 33 specific suggestions for rural billboard

legislation, as a check-list of the items which should be included in such legislation (this check-list based upon surveys of actual conditions incorporates the best features of existing legislation & adds further recommendations); publication, with American Nature Association, of "Roadside Bulletin"; comparative study of billboard regulation & the results achieved in Massachusetts, Connecticut, Maryland, & New Jersey.

Publication: "Roadside Bulletin."

**NATIONAL HOUSING ASSOCIATION, NEW
YORK CITY**

Sec. Lawrence Veiller.

Year's Achievements: The Association continued to serve as an information center & clearing-house on all aspects of housing for the United States; various publications were issued during the year, including the quarterly journal, "Housing"; active part was taken by the officers of the Association in the President's Conference on Home Building & Home Ownership.

Publication: "Housing."

**NATIONAL MUNICIPAL LEAGUE, NEW
YORK CITY**

Pres. Murray Seasongood.

Sec. Russell Forbes.

Year's Achievements: Campaigns for adoption of City Manager Plan carried on in 49 cities (plan adopted in 19 cities, making a total of 458 to date); work in support of County Manager Plan, home-rule for cities, election-law reform, administrative reorganization of state government & centralized purchasing continued; League activities also included distribution of news releases & editorials, making of public addresses & preparation of pamphlets & magazine articles.

Publication: "National Municipal Review."

**DEPARTMENT OF CIVIC DESIGN, SCHOOL OF
ARCHITECTURE, UNIVERSITY OF LIVERPOOL,
LIVERPOOL, ENGLAND**

Publication: "The Town Planning Review."

THE information given in the *Who's Who in Civic Achievement* has been compiled by *Alix Ungern-Sternberg, Extension Secretary of the American Civic Association, from data supplied by members of the Association at the request of the President.*

Federated Societies on Planning and Parks

(Published in 1929 "What About the Year 2000?"—An Economic Survey of Land Uses

Honorary President, J. HORACE MCFARLAND
President, ELLWOOD B. CHAPMAN
Executive Secretary, HARLEAN JAMES

AMERICAN CIVIC ASSOCIATION

Pres. Frederic A. Delano.
Exec. Sec. Harlean James.

Maintains committees on National Parks, Federal City, Roadside Improvement, National Planning, Citizen Support of Planning, Civic Contacts, & Public Education.

Year's Achievements: Held Traveling Annual Meeting in Detroit Region; met in two joint conferences with American City Planning Institute; cooperated through officers with President's Conference on Home Building & Home Ownership; in connection with Annual Executive Board Meeting held session on parks of Washington, showed natural colored slides on Zion, Bryce, & Grand Canyon National Parks; sponsored two joint conferences of 15 National organizations & 5 Government departments to draft serial program on Roadside Improvement; affiliated with 10 other National, professional, & civic organizations to form a Bicentennial Committee on the National Capital; at the invitation of the National Capital Park & Planning Commission arranged showing of film on parks of Washington in New National Museum in connection with exhibition of planning in the Federal City; conducted extensive Watch Service on pending legislation in Congress & cooperated with National Park Service & National Capital Park & Planning Commission to advance their legislative programs; maintained Civic Information Bureau on items of civic interest.

Publications: "American Civic Annual," issued yearly since 1929. "Civic Comment," issued 5 times yearly. In 1932 issued 4th enlarged edition of folder "What Everybody Should Know About Parks."

AMERICAN INSTITUTE OF PARK EXECUTIVES

Pres. Alfred MacDonald.
Sec. William H. Walker.

Year's Achievements: Official magazine "Parks & Recreation," issued monthly covering all phases of park activities as well as articles on all branches of park-management.

Publication: "Parks & Recreation," issued monthly.

AMERICAN PARK SOCIETY

Pres. Alfred MacDonald.
Sec. William H. Walker.

Branch society of the American Institute of Park Executives with a membership

composed of persons interested in park & recreation activities.

Publication: "Parks & Recreation," issued monthly.

APPALACHIAN TRAIL CONFERENCE

Pres. Major Wm. A. Welch.
Chmn. Bd. of Mgrs. Myron H. Avery.
Sec. Harlean James.

Year's Achievements: Construction & marking of a further 700 miles of trail along crest of Appalachian Mountains completed, assuring a practically continuous trail of 1800 miles from Maine-New Hampshire boundary to southern terminus by August, 1932; organization & development of new hiking clubs in South, so that entire trail is now assigned to responsible & active organizations; plans being carried out for marking remaining gaps in Trail System; Annual Conference held in Great Smokies with large attendance by leaders of outdoor organizations; articles on the Trail & a Manual for Construction & Marking published; plans for Guide in series of 4 volumes under way; third section, "Guide to the Blue Ridge" published, 1931.

NATIONAL CONFERENCE ON CITY PLANNING

Pres. Harland Bartholomew.
Sec. Flavel Shurtleff.

Year's Achievements: Rochester Conference held June, 1931; conducted Planning Clinics in several cities; carried on Publicity & Fund-Raising Campaigns; cooperated in State Conferences on Planning.

Official Organ: "City Planning," issued quarterly.

Publication: "Proceedings," issued annually.

NATIONAL CONFERENCE ON STATE PARKS

Pres. Richard Lieber.
Exec. Sec. Herbert Evison.

Year's Achievements: Held successful Annual Meeting at Virginia Beach, Va.; inaugurated annual field meeting for State Park executives in Finger Lakes & Central New York State Park regions; provided information & advisory service to individuals, organizations & administrative agencies in 40 states; prepared "A Motorist Guide to State Parks, Forests & Monuments" to be published jointly with the American Automobile Association; continued field study of State Park methods.

Publication: "State Recreation," issued quarterly.

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